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Issue 244
June 2023

Golden Greyhound

Warship D821 celebrates 50 years of diesel locomotive preservation



Model Spot



**Rapido Trains OO gauge
BR ferry vans**

PLUS



Swanage Railway's Wareham link DMU services begin

- SVR interview: Reviving the Premier Line
- **Network Rail's summer weather preparations**
- Class 230s enter service with Transport for Wales

Major passenger and freight route closed for two months

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Welcome

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It was 2003 when I last travelled on a first-generation diesel multiple unit on the main line. Living in Greater Manchester at the time, I was fortunate to be relatively local to where the Class 101s spent their final days working for First North Western.

While plenty of first-generation DMUs went on to enjoy a second working life in preservation, never did I imagine that 20 years later I would travel over Network Rail metals on board an immaculately restored Class 117 operating under its own power. Thanks to the Swanage Railway and West Coast Railways, this exactly what's happened.

The Swanage Railway is one of my favourite heritage railways – although one which until early April I had not visited for quite a number of years – and the opportunity to visit by rail from Wareham was something I wasn't going to miss.

The two DMUs that can be used on the Wareham services – a three-coach Class 117 and a Class 121 'bubble car' – have been modified to allow them to comply with current-day main line operation, with central door locking and other mandatory safety systems fitted.

But, as with most heritage operations, it's a case of 'use it or lose it'. The Swanage Railway has taken a financial gamble on the success of the services, which are operating four days a week (Tuesday, Wednesday, Thursday and Saturday) until September 9.

It is clear that the heritage line wants to take advantage of its main line link to improve connectivity to the railway during the busy summer season, and I really enjoyed my trip along the route.

It will be interesting to see how successful the trial is and whether it leads to further such initiatives in the future. I certainly hope it's a success and applaud the move.

Coming up in this issue

It's hard to believe that it is now half a century since the first former British Rail main line diesel locomotive was bought for preservation. At the time, the purchase of Class 42 Warship D821 *Greyhound* raised a few eyebrows, with much scepticism as to whether 'modern traction' diesel preservation was necessary.

However, 50 years on, diesel locomotive preservation is probably more popular than it's ever been, with hundreds of locomotives following D821 into preservation. Diesel Traction Group chairman Tom Sawyer recalls some of the highlights during the last five decades in this issue.

Chris Gee returns with the third and final instalment of his series of features detailing the work Network Rail carries out to deal with the changing seasons, in this issue looking at the risks associated with the summer months.



On April 4, the Swanage Railway's Class 117 and Class 121 DMUs stand at the Swanage terminus of the heritage railway on a service from Wareham on the first day of trial heritage DMU services. The trains to and from Wareham will be running four days a week until September 9. Andy Coward

Chris's features have highlighted just how much effort goes on behind the scenes at Network Rail to keep passengers and freight moving throughout the year – a fascinating insight that shows while we can't predict the weather, the railway is usually well equipped to deal with it.

As previously reported in *Railways Illustrated*, the Severn Valley Railway has been going through what is probably the most turbulent period in its history. This situation has recently been highlighted further with the launch of a £1.5 million Survival Fund appeal to provide the railway with a much-needed cash injection. The line has struggled with dramatically rising costs, set against falling revenues and lower-than-expected visitor numbers.

The SVR's recently appointed managing director, Jonathan Dunster, sat down with me to discuss some of the issues that have affected the railway and what it is doing to try and revive its fortunes. It makes for rather sober reading.

The SVR Spring Diesel Festival takes place a few days after this issue goes on sale in early May, offering a mouth-watering selection of traction, and I am sure that the railway will be busy.

It will also very probably be a profitable event for the railway, but one swallow doesn't make a

KEEP IN TOUCH

If you have any comments, photographic contributions, feature suggestions, or constructive feedback, please contact Andy Coward by email at rieditor@mortons.co.uk or via the postal address provided on page 4.

summer, and the SVR – and the many other heritage lines around the country – need our support and custom throughout the year and not just at special events. Now more than ever.

We are all well aware of the impact of the current financial climate and the cost of living crisis affecting the country. For some of our heritage railways, it is a very worrying time.

Meanwhile, Martin Taylor has provided us with yet another stunning and evocative selection of images for our popular 10 Pictures feature.

It's certainly another packed issue, which I hope you enjoy.

Andy Coward
Editor

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EDITOR: Andy Coward 01507 529566

ART EDITOR: Kelvin Clements

PAGE DESIGNERS: Tim Pipes, Charlotte Fairman, Mike Baumber

PRODUCTION EDITOR: Lucy Wood

PUBLISHER: Tim Hartley

PUBLISHING DIRECTOR: Dan Savage

EDITORIAL ADDRESS: Railways Illustrated, Mortons Media Ltd,

PO Box 99, Horncastle, Lincs LN9 6LZ

WEBSITE: www.railwaysillustrated.com

EMAIL: rieditor@mortons.co.uk

CONTRIBUTORS: Paul Aspinall, Simon Bendall, Paul Biggs, Mark Bott, Richard Clinnick, Nigel Cockburn, Kevin Delaney, Ian Dixon, Steve Donald, Pip Dunn, Jonathan Dunster, Gordon Edgar, Ian Edmondson, Robert Falconer, Kieran Fallows, Chris Gee, Dave Gilbert, John Hales, Mark Hare, Neil Harvey, Martyn Hilbert, Chris Hopkins, Brad Joyce, Tom McAtee, Keith Partlow, Mark Pike, Bill Pizer, Matthew Plumptre, Jim Ramsay, Rob Reedman, Tom Sawyer, Robin Stewart-Smith, Martyn Tattam, Martin Taylor, Paul Waring, Carl Watson, Andrew Watts, Michael Wright

ADVERTISING

Advertising representatives

Craig Amess 01507 529537

camess@mortons.co.uk

Fiona Leak 01507 529573

fleak@mortons.co.uk

Group advertising manager

Sue Keily

skeily@mortons.co.uk

CUSTOMER SERVICES

General Queries and Back Issues

01507 529529 Monday-Friday 8.30am-5pm

Answerphone 24H

help@classicmagazines.co.uk

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MORTONS MEDIA GROUP LTD

Sales and Distribution Manager

Carl Smith

Marketing Manager

Charlotte Park

Commercial Director

Nigel Hole

ARCHIVE

Enquiries

Jane Skayman 01507 529423

jskayman@mortons.co.uk

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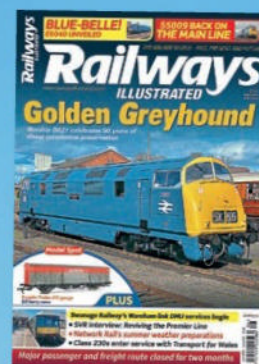
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FRONT COVER: In this issue, we celebrate the 50th anniversary of Class 42 Warship D821 *Greyhound* entering preservation in May 1973. Following its recent repaint into BR blue, the immaculate locomotive sparkles in the sun at Kidderminster on the Severn Valley Railway on March 25. *Railways Illustrated* is grateful to SVR managing director Gus Dunster and the volunteers who arranged for the locomotive to be specially positioned for our cover image to be taken. Keith Bullock / Diesel Traction Group



46 D821: Preservation pioneer



52 Summer days, drifting away

Features

46 D821: Preservation pioneer

May marks the 50th anniversary of Western Region Class 42 diesel-hydraulic locomotive D821 *Greyhound* being delivered to Didcot Railway Centre, becoming the first former British Railways main line diesel locomotive to be preserved. Diesel Traction Group chairman Tom Sawyer tells the story of the last half-century for the preservation pioneer.

52 Summer days, drifting away

In the third feature focusing on how Network Rail deals with the extremities of the UK climate, North and East Route operations director Chris Gee looks at the work done to prepare for the unpredictable summer months and the many scenarios Network Rail faces.

60 Reviving the Premier Line

The Severn Valley Railway has a new but familiar managing director following the appointment of Jonathan 'Gus' Dunster to the role.

A few weeks after taking the reins at the popular heritage railway, he talks about the steps being taken to safeguard the SVR's future.

66 10 Pictures: Martin Taylor

Our popular monthly photographic feature this month comes from the lens of enthusiast and professional railwayman Martin Taylor. Martin's selection for 10 Pictures includes a variety of diesel and electric traction in some stunning surroundings, making for yet another fantastic collection of images.

72 Model Spot

Canadian manufacturer Rapido Trains is expanding its OO gauge UK range with a series of new locomotive and rolling stock models. While many of these have been predominately steam-era subjects, the recent model of the long-lived BR ferry vans is a welcome foray into the diesel years. Simon Bendall takes a closer look at these models.

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The easiest and cheapest way to get your copy of *Railways Illustrated* each month is to take out a subscription. Full details are on pages 58-59. At the moment, a subscription by Direct Debit means you will beat any price rises, you usually receive the magazine earlier than the on-sale date, and you won't miss an issue.



60 Reviving the Premier Line

THIS PAGE: DB Cargo 60044 *Downlow* hauls 6D11, the 13.32 Lackenby to Scunthorpe empties, through Little Fenton – between Church Fenton and Sherburn-in-Elmet, North Yorkshire, on March 27. Ian Dixon

Key rail route is closed until June after viaduct movement

NETWORK RAIL has been forced to close the railway line between Didcot Parkway and Oxford for at least two months after Nuneham Viaduct in Oxfordshire was declared unsafe for the continued operation of trains over it.

The route was closed to all rail traffic on April 3 after monitoring equipment detected increasingly significant movement of the structure.

NR said that the viaduct – which crosses the River Thames between Culham and Radley – has undergone regular inspections to monitor and assess its condition.

However, despite the company carrying out a low-intrusive ground stabilisation scheme in March 2023, this was unsuccessful, resulting in the closure of the line when the condition of the southern support of viaduct ‘rapidly and unexpectedly deteriorated’.

‘Challenging’

Network Rail is now set to replace the affected support, with work beginning almost immediately after the line was closed.

The reason for the sudden decline is unknown, with engineers stating that they will be a better position to assess the situation once the failed support has been removed.

However, NR says that the work will be complex and challenging owing to the ground conditions at the site,



Major disruption to passenger and freight services is expected to continue until June 10 while Network Rail replaces the failed southern support pier on Nuneham Viaduct on the line between Didcot Parkway and Oxford. The condition of the support deteriorated rapidly in early April, forcing NR to close the route to all rail traffic until suitable repairs have been completed. Network Rail

including the proximity to the River Thames and the heavy clay soil in which the new support will need to be secured.

Network Rail’s capital delivery director, Stuart Calvert, said: “Our teams have been working 24/7 since the line has been closed to determine how best to repair the structure so we can run trains across the

viaduct safely once again. We can now confirm that we are working towards a reopening date of Saturday, June 10, and will be replacing the old southern support structure.”

The route over Nuneham Viaduct is a busy passenger and freight artery on the rail network. Its closure is causing considerable disruption to services, which have had to be

replaced with rail replacement bus services between Didcot and Oxford, adding about 45 minutes onto journey times.

Passenger operators affected by the closure are Great Western Railway, CrossCountry and Chiltern Railways, which have all introduced revised timetables for the duration of the works.

Modified Class 153s for the Heart of Wales line

ACTIVE TRAVEL Class 153s are to be introduced by Transport for Wales on the Heart of Wales line from later this year.

The trains are being developed as part of the Welsh Government’s plans to increase active travel opportunities. TfW originally planned to use Class 170/2s on the Heart of Wales line, but with these trains being cascaded to East Midlands Railway, a different fleet was required.

The first to be modified will be former Northern 153331, with the work being undertaken by Chrysalis Rail at Landore.

Five more sets, including ex-Northern units 153307/328/352, which are currently stored at Landore, and 153968/972, which are in use with TfW, are to be modified with new interiors.

The Class 153/9s are not fully PRM (Persons of Reduced Mobility) compliant, while the former Northern sets were withdrawn for the same reason. When complete, the six Class 153s will be loosely based on the five modified Class 153s used by ScotRail.

The units will feature an accessible toilet, standard toilet, an increased number of tables, priority seating, increased seat pitches at some locations, wheelchair spaces and wi-fi.

There will be 28 bay seats per unit, comprising 19 airline and nine tip-up seats, as well as 10 bicycle spaces. The 153s will also be painted in a new scenic livery, while internally they will receive branding and images relating to the route.

The Class 153s TfW will retain to operate with the active travel units are 153303/312/318/327/

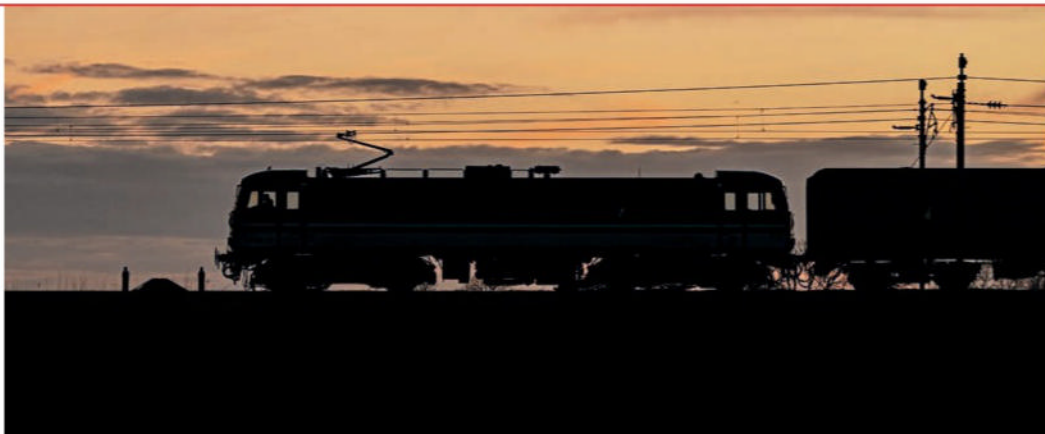


ScotRail has converted five Class 153s to support active travel, with the interiors modified to allow them to accommodate cycles and other sporting equipment. Transport for Wales will now carry out similar modifications to six former Northern Class 153s. On August 21, 2021, ScotRail’s 153305 is coupled to 156435, awaiting departure from Glasgow Queen Street with the 10.33 train to Oban. Jim Ramsay

353/362/382, all of which are owned by the operator.

This means that the other Class 153s currently used by TfW will be returned to their owners, with 153320/323/325/329/333/361/367/369 and

153906/909/910/913/914/921/922/926/935 all owned by Porterbrook. These leased vehicles will be withdrawn as the new Class 398 and 756 fleets are introduced on the Welsh Valley lines.



The classic lines of Locomotive Services Group's 86101 *Sir William A Stanier FRS* are silhouetted as the locomotive heads south at Bay Horse with the Carlisle to London Euston leg of Steam Dreams' 'Settle and Carlisle Railway' charter on March 25. John Hales

Tramlink gains over-speed protection certification

THE SAFETY system installed on the London Tramlink network to prevent the over-speeding of trams has received Safety Integrity Level 2 certification – a UK first for a light rail over-speed protection system.

In January 2019, DB ESG was selected by Transport for London to develop, design, install and commission a device to physically prevent the over-speeding (known as PPOS) of trams operated by London Trams in Croydon.

DB ESG collaborated with Sella Controls, which provided the hardware and software.

This system has been operational for more than a year, during which time it has achieved 100% availability, with no system failures experienced. In February 2023, the Independent Safety Assessor certified the system.

The managing director of DB ESG, Nick Goodhand, said: "We are absolutely delighted that this system has received this mark of safety quality."

"Protecting a tram network with the highest possible level of safety gives operators the peace of mind that they are doing their utmost to keep their passengers safe."

Sella Controls business development director Chris Elliott said: "The successful delivery of the PPOS



DB ESG was selected by Transport for London to develop, design, install and commission a device to physically prevent the over-speeding of trams, one of the recommendations made following the tragic derailment on the tramway at Sandilands in November 2016. London Tramlink Bombardier CR4000 Tram 2536 stands at East Croydon tramstop with a late-evening service for New Addington on October 5, 2021. Jim Ramsay

solution to London Trams is a fantastic achievement for us and our partners in this project, DB ESG and Transport for London.

"Knowing that we have implemented a solution that will provide our client with the highest level of safety for its tram network is of the utmost importance."

"As a passenger, it is good to know that safety is at the forefront of London Trams' operation."

The fitting of over-speed protection equipment to the trams followed the derailment of London Tramlink

Bombardier CR4000 Tram 2551 on November 9, 2016, which derailed and overturned on a sharp curve at Sandilands Junction in Croydon, killing seven passengers and injuring a further 62, 19 of whom suffered serious injuries.

The subsequent investigation into the incident found that the tram was travelling at more than three times the line speed for the section as it entered the curve, with the most likely reason being the driver losing attention after going into a microsleep.

RMT union and Network Rail reach dispute resolution

RMT UNION members employed by Network Rail have voted in favour of a revised offer covering pay, jobs and conditions, bringing an end to the long-running dispute between the two organisations.

The revised offer was put to union members to vote on, attracting a turnout of nearly 90% of those employed by Network Rail; 76% voted to accept the offer.

According to the RMT, the key features of the accepted offer include:

- An uplift on salaries of between 14.4% for the lowest paid grades to 9.2% for the highest paid.
- A total uplift on basic earnings between 15.2% for the lowest paid grades to 10.3% for the highest paid.
- Increased back pay.
- Renewing the no compulsory redundancy agreement until January 2025.
- Network Rail withdrawing its previous insistence that the offer was conditional on the RMT accepting the company's 'modernising maintenance' plans.
- Discounted rail travel benefits.

Network Rail chief executive Andrew Haines said: "I am pleased that RMT members were able to vote on this offer, and the overwhelming vote in favour is good news for our people, our passengers and our country. I am grateful for everyone who worked so hard at Network Rail and in the RMT to find a way through this dispute. My team and I will now focus all our efforts on rebuilding our railway so we can provide a better service for our passengers and freight customers."

Meanwhile, strikes by the RMT for late March and early April involving 14 train operators were suspended on March 22 after a new offer was tabled by the Rail Delivery Group.

Stadler to maintain the new Class 99s on behalf of GB Railfreight

STADLER IS to manage the ongoing maintenance of GB Railfreight's new bi-mode Class 99 locomotive fleet when it enters traffic to the UK.

The fleet of 30 diesel and electric-powered locomotives are currently being built by Stadler on behalf of leasing company Beacon Rail for use by GBRf, with the first locomotive expected to be handed over to the freight operator in 2025.

Stadler will be responsible for the ongoing maintenance of the Class 99s at a new depot facility being built at Leicester on UK Rail

Leasing's site. The company will manage overhauls, spare parts, material supplies, vehicle repairs and mobile service support, as well as providing data and maintenance software for the new fleet.

The company is also currently responsible for the ongoing maintenance contracts of a number of other fleets, including Tyne & Wear Metro, Greater Anglia and Merseyrail.

Stadler Rail Service UK managing director Paul Patrick said: "We have established a strong foothold in the UK over recent years and are

delighted to have been awarded another service contract based on our proven track record and expertise in this field.

"The locomotives that Stadler will be responsible for will pave the way to a greener and more efficient rail network, supporting the industry's ambition of promoting modal shift from road to rail."

"We are pleased to be supporting the Government's target to decarbonise the UK railway by 2040, which will benefit our clients, British business and society alike."

GBRf chief executive officer John Smith added: "The service agreement with Stadler for the Class 99 locomotives brings together its design and maintenance divisions to ensure that rail freight continues to lead the decarbonisation of supply chains. Continued private sector investment in the industry-leading Class 99s and their maintenance facilities demonstrates a commitment to modernising and growing the rail freight sector in the UK to help deliver the Government's net zero ambitions."

TfW's Borderlands Line Class 230s enter service

THE LONG-AWAITED introduction into service of the Class 230s purchased by Transport for Wales for use on the Borderlands Line has finally taken place, with 230010 entering service on the 07.31 Wrexham Central to Bidston on April 3.

TfW bought five bi-mode diesel and battery-powered Class 230s (numbered 230006-010) from Vivarail, with the three-coach trains converted from former London Underground D78 Stock.

However, their entry into service has long been delayed for a number of reasons, the most recent delay occurring due to Vivarail entering administration at the end of last year.

Although the trains have been repurposed from their former use on LU, they have been completely transformed and now feature facilities expected by passengers from modern train fleets, such as air conditioning, wi-fi, plug sockets and USB ports, and accessible toilets, along with dedicated spaces for wheelchair users and cycle storage.

Interrupted services

The Class 230s have been introduced by TfW in a low-key manner, but the initial launch period did not go entirely to plan.

230010 was in passenger use between Monday and Wednesday of the first week, although it was declared a failure on the Wednesday evening and trains were subsequently replaced with buses on the route until the following Wednesday, when 230010 was once again



ABOVE: On April 3, the first day of Transport for Wales Class 230 passenger operations on the Borderlands Line between Wrexham Central and Bidston, 230010 arrives at Neston with a mid-afternoon service. For the first few days, there were reports of late running and the train struggling to maintain the timetable. Paul Aspinall



LEFT: The modern and well laid-out interior of the Class 230s, which feature a number of table seating bays and airline-style seating, as well as fixed longitudinal and pull-down seating. The high-gloss white panelling, red grab handles and dark seating moquette give the trains a contemporary feel. Andy Coward

back in use. 230008 also operated in service for the first time on April 13. By the end of the second week, 230006/007/009 had not yet been used in service.

The trains are maintained and serviced at the Birkenhead North depot.

Since their introduction, train

services on the route with the 230s were operating roughly to a two-hourly frequency as this issue closed for press, with supplementary buses and only one of the Class 230s in service each day. Frequency is expected to be improved as more of the trains enter traffic.

TfW chief commercial officer Alexia Course said: "We are delighted that the first Class 230 train has entered service. With hybrid engines and modern facilities, these trains will significantly improve the customer experience on the Borderlands Line by providing better facilities and increased capacity."

Railways Illustrated – our opinion

At a time when an increasing number of new train fleets are entering service, I'm still not sure if we should consider the Class 230s as new. Obviously, the trains' bodyshells aren't new and have previously enjoyed a working life on London Underground, but much of everything else is fresh.

However, the Class 230s are certainly unusual. Standing on the platform at Wrexham General on April 14, as the train approached the platform, the unmistakable look of an Underground train greeted me, but as I stepped on board, the interior bore little resemblance to the familiar feel of those Underground trains.

Much thought and attention clearly went into the design of the interiors and I was really impressed with just how spacious and modern

the train felt. Although Vivarail's collapse has probably brought an end to further development of the D-train concept (aside from the GWR Greenford branch FastCharge trials that are due to be launched soon), the work done by the company has shown that an old train can be successfully repurposed to cater for the 21st century rail user.

Internally, the wall and ceiling panelling is finished in gloss white, and the inside of the train is immaculate. Grab handles and poles are finished in TfW's bright red colours, while the seating moquette is dark grey, with horizontal lighter grey and red flecks running through it, and has partial leather headrests.

A range of table bays, airline-style, fixed longitudinal and fold-down seats are provided. The seats are reasonably firm but not

uncomfortable, and a single plug socket is provided between each pair of seats, along with a pair of USB ports, allowing the potential for a laptop to be charged at the same time as mobile phones or tablets.

The trains are generally smooth and acceleration seemed to be pretty good, with very little noise and vibration felt in the passenger saloons, although it was slightly more noticeable when I sat in an area above the train's diesel engines, which is understandable.

It is also noticeable just how much attention has been provided to facilities for wheelchair users, with the dedicated area well-designed, and fixed and pull-down seating is also provided. An accessible toilet has also been installed, which includes a pull-down baby changing table, and there are two areas on the train

for bicycle storage, too. The passenger information display screens are clear and visible from almost every position on the train and the automatic announcements are also clear, although on the day of my journey they were a little quieter than is ideal; had the train been busier with more passengers, it is possible that the announcements wouldn't have been as audible.

I never travelled on the now withdrawn Marston Vale Class 230s that were in use with London Northwestern, so I cannot offer a comparison between these and the TfW sets, but I was impressed with my journey on board 230010 and hope that once all five trains are in service, passengers on the Borderlands Line will notice a step-change in their travelling experience.

It's a thumbs-up from me!

SWR: Class 701s 'to enter traffic this year'

THE NEW South Western Railway Class 701 electric multiple units are expected to enter traffic this year, despite five of the Alstom-built trains recently moving to Long Marston for storage.

SWR has 60 10-car (701001-060) and 30 five-car (701501-530) EMUs on order to replace the Class 455, 456, 458/5 and 707 fleets. However, despite being launched at Derby Litchurch Lane – where they are being built – on November 14, 2019, not one of the trains has yet to carry passengers.

Speaking at a press event in London on March 1, MTR UK chief executive Steve Murphy said he expects that the trains will enter service, although he didn't give a definite date. SWR is a 70/30 ownership split between First-Group (the larger stakeholder) and MTR.

The delays to the introduction of the trains have been down to a number of reasons, including software problems and unions raising concerns with the cab design. The Class 701s are the first DC-only EMU from the Aventura platform to be introduced.

SWR planned that the new trains would allow it to withdraw other fleets. The delays have meant that while all the 456s and a handful of 455s have



GB Railfreight's 47749 *City of Truro* passes through Basingstoke hauling South Western Railway 701025 as 5Q64, the 07.09 Eastleigh to Willesden working, on April 13, before the Class 701 unit was then moved to Long Marston for storage – one of five of the new trains to be stored at the Warwickshire facility. Mark Pike

been withdrawn and scrapped (made possible through a drop in passenger numbers and a reduced timetable), the operator has been forced to retain 12 Class 707s. The rest have moved to Southeastern.

The Class 458s have also had a reprieve following the decision to abandon the introduction of refurbished Class 442s, which were instead scrapped.

At the same event, Mr Murphy said decisions have yet to be made regarding plans announced last year to replace the existing SWR diesel fleet. SWR currently has a fleet of 10 two-car Class 158s (Nos. 158880-890) and 29 three-car Class 159s (Nos. 159001-022, 159101/103-108). He said: "Battery, hydrogen or third-rail all have their place, and it's about what's best for these services."

RIGHT: Now back in use with Colas following its refurbishment and repaint by South Devon Railway engineering, 43277 *Safety Task Force* heads Network Rail's New Measurement Train through Ribbleshead, working 1Q17 from Derby Railway Technical Centre to Darlington up Sorting Sidings, via the Settle and Carlisle Railway on April 16. Power car 43290 was on the rear of the train. Dave Gilbert



West Coast testing for new Class 93s

RAIL OPERATIONS Group's new Class 93s will undergo testing at Crewe on the West Coast Main Line this summer.

The first of the tri-mode locomotives was due in the UK as this issue went to press. The Stadler factory in Valencia is building the locomotives, which feature electric, diesel and battery power. An initial order of 10 locomotives has been placed, with an option for a further 20 that must be activated by the end of the year.

Once the first, 93001, arrives, it will move by road to Network Rail's Rail Innovation and Delivery Centre at Old Dalby for testing before being moved by rail to an as-yet unnamed maintenance facility. A second locomotive, 93002, will be moved to that site, while 93001 will move to Crewe for main line testing. ROG expects all 10 locomotives to have been delivered by the end of the year.

The Class 93s are not replacing the fleet of six Class 37s used by ROG and leased from Europhoenix. The 93s will be used on new contracts, or hired.

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Greater Anglia could look at sub-leasing some of its Class 720 EMUs

BRAND NEW Class 720 electric multiple units could be sub-leased to other operators, Greater Anglia has confirmed.

However, this would only happen once Greater Anglia has established current market trends, how many of the 133 Alstom EMUs currently being delivered it needs for its own services, and if another operator required them.

Speaking to *Railways Illustrated's* sister title, *Rail Express*, Greater Anglia engineering director Martin Beable confirmed that discussions had been held regarding sub-leasing some of the trains, but he did not say how many were involved or to which operator. He also made the point that while the 720s could be available, it would be up to the industry to decide if they were needed.

There are currently 30 four-car Class 379s, dating from 2011, that are also available on the market, while 37 four-car Class 350/2s built in 2008 are due to be sent off-lease once West Midlands Trains introduces its new Class 730s on its non-Cross-City routes.

As this issue went to press, Greater Anglia had 103 Class 720s available for service, with 30 left to enter traffic.

The trains are being built by Alstom at Derby Litchurch Lane and since April 4 have covered all Greater Anglia routes previously operated by Class 317, 321, 322, 360 and 379 EMUs.

Plans to operate the trains to Norwich are now unlikely, while from the new May timetable, Greater Anglia will no longer serve Kings Lynn, meaning that Ely is the furthest north the Class 720s will operate.

Welsh Deputy Minister launches TfW's Class 231s

ALTHOUGH THE first Stadler Class 231 entered traffic with Transport for Wales in January this year, the operator held a celebratory launch event at Caerphilly station on a very wet March 29, with 231001 officially named during it.

The trains were launched by Deputy Minister for Climate Change, Lee Waters MS, who commented on the improvement that their introduction was bringing to passengers travelling in Wales. The 11 Class 231s are part of the £800 million investment TfW is making in brand-new trains for the Wales and Borders network.

The Class 231 is a diesel-powered train from Stadler's FLIRT design, but the Swiss train builder is also supplying 24 tri-mode Class 756 FLIRTs for use on TfW services.

TfW chief executive officer James Price said: "This is another key milestone for TfW. These brand new Class 231 trains will transform the customer experience and signify the first deliverable of the South Wales Metro. People are now starting to see transformation across our network with the introduction of modern trains that will attract people to use public transport."

Stadler's head of engineering, Urs Bikle, added: "Stadler is delighted to see the first of the 71 trains we are delivering for Wales and the Borders enter passenger service. Thirty-five of these are FLIRTs, our best-selling product, of which we have sold 2500 in 21 countries.

"Designed with the passenger in mind, they enjoy high levels of comfort, operational performance, reliability and versatility.

"Level-boarding features throughout the train to make getting on and off easier for everyone, maintenance-friendly devices and

components keep operating costs low, and lightweight aluminium bodysells promote environmental efficiency."

At the launch event, 231001 was named *Sultan* by Caerphilly school pupil Morgan, who won a competition to choose a name for one of the new trains.

Sultan the Pit Pony is the name given to a modern sculpture in Caerphilly, created as a reminder to the area's industrial past.

The 200-metre-long sculpture is situated on the site of the former Penalta Colliery.



Braving the elements on March 29, Deputy Minister for Climate Change Lee Waters MS, naming competition winner Morgan, Stadler head of engineering Urs Bikle and Transport for Wales chief executive officer James Price stand alongside 231001 at Caerphilly on March 29, after the unveiling of its *Sultan* nameplates. Andy Coward



On a very wet March 29, 231001 *Sultan* stands in the bay platform at Caerphilly at the Transport for Wales Class 231 launch event. Andy Coward

Railhead treatment technology trialled on the Wensleydale Railway

TRAIN OPERATOR Northern has partnered with engineers and experts at the University of Sheffield to trial new railhead treatment technology that can be attached to passenger trains to combat adhesion problems associated during the autumn leaf fall season – with the operator saying it could save the rail industry millions of pounds every year.

The trials of the new leaf-busting technology are being run on the Wensleydale Railway with two Class 142 Pacer trains thanks to funding from Network Rail's Performance Innovation Fund.

One of the trains involved, 142090, has been repainted into a black and orange livery to promote the trials. If successful, the system could be fitted throughout Northern's train fleet from next year.

The cleaning system, developed by researchers from the university's department of mechanical engineering, works by firing dry ice pellets in a stream of air at supersonic speed at the railhead, freezing any leaves on the line.

The frozen leaves are then blasted away as the dry ice pellets revert to gas. The pellets are made from waste carbon dioxide from other industries.

Network Rail routes are currently cleaned using a fleet of railhead treatment trains and multi-purpose vehicles. NR states that each year, the autumn railhead treatment circuits cover a million-plus miles between October and December, with the entire rail network treated more

than 50 times. However, the current preferred method of treatment uses about 200 million litres of water; the use of alternative technology could reduce the need for such a large amount of water, as well as reduce the cost of fuel for transporting it around the country, benefitting both the environment and decreasing the cost to the taxpayer.

Northern's seasonal improvement manager, Rob Cummings, said: "This

is a game changer for the industry – the next step in finding a solution to tricky autumn conditions.

"One of the biggest risks to our performance during October and November is 'leaves on the line', but by helping to develop new and innovative technology, we aim to deliver the very best service for our passengers."

Professor Roger Lewis, who has led the team at the university which is developing the technology, said: "This is a great example of a university testing and proving an idea in a lab-based experiment and then scaling it up to be trialled and implemented in the field to make impact.

"This can only be done though good teamwork and having champions in the railway industry, such as Rob and his team at Northern."

The trial on the Wensleydale Railway follows a similar experiment on the East Lancashire Railway in October last year. This used lasers and plasma jet technology, also designed to provide an alternative to the current method of dealing with the challenges of leaf fall.



On March 27, recently repainted 142090 stands at Leeming Bar on the Wensleydale Railway. The Pacer is one of two trains being used to test new railhead treatment technology developed by the University of Sheffield. Nigel Cockburn



The Locomotive Services Group's Chairman's Train was in operation on the rail network over the Easter bank holiday weekend, hauled by a number of different locomotives from the LSG stable. On Good Friday, April 7, 1Z23, the 14.22 Llandudno to Crewe private train passes through Shotton station, hauled by main line-registered Class 40 D213 *Andania*. Paul Aspinall

Greater Anglia bids farewell to the last of its legacy fleets as the Class 321s bow out

GREATER ANGLIA operated its final scheduled services using Class 321 electric multiple units between Walton-on-the-Naze and Colchester on April 3 – as the train operator phases out the last of its older train fleets.

The Class 321 electric units have been used on suburban and commuter services in East Anglia for more than 30 years. As with the rest of Greater Anglia's older train fleets, the trains have been replaced as part of a £1.4 billion programme.

Services previously operated by the Class 321s are now worked by new Class 720 EMUs, more than 100 of which are now in service.

Just four of the EMUs remained available for use after April 3 to provide flexibility in the event of a service disruption or other unplanned developments, although these were due to go off-lease at the end of April.

To commemorate the withdrawal of the last of the Class 321s in passenger service, Greater Anglia was due to operate a special farewell charity



Greater Anglia's 321311 approaches Thorpe-le-Soken station on April 3, the last day of scheduled Class 321 workings on Greater Anglia services, working 2F35, the 10.58 Walton-on-the-Naze to Colchester service. Keith Partlow

charter train on April 29, taking the EMUs from London Liverpool Street to Clacton, Walton, Harwich Town and Stowmarket, then back to Shenfield to Southend Victoria, before returning to London Liverpool Street. The tour will cover many of the core routes the Class 321s have been closely

associated during their lives, raising money for East Anglia's Children's Hospices, Havens Hospices and the Railway Mission.

Railways Illustrated is travelling on the Class 321 Farewell charter, which takes place after this issue closes for press – more next month.

Amey Rail fined over £533k following ORR prosecution

AMEY RAIL Limited has been fined £533,334 after pleading guilty to an offence under the Health and Safety at Work etc. Act 1974. It follows an investigation and prosecution by the Office of Rail and Road into an incident on December 25, 2019, when a self-employed senior linesman working for the company suffered serious electric shock injuries.

Allister Hunt was carrying out remedial snagging works to overhead lines

near Kensal Green, London. However, the on-site team were unaware they were working outside the electrical isolation. As a consequence, Mr Hunt touched a live contact wire, suffering 55% burns. He required skin grafts, and the incident affected his eyesight and hearing.

The subsequent ORR investigation found that there was no effective and adequate system in place to ensure that the process of planning

the works was carried out in a way that ensured the health and safety of those working on electrical lines.

Also, there were no effective systems in place to supervise the safe conduct of the works, and there had been a failure in ensuring that 'Test Before Touch' (an approved method of proving electrical conductors are dead before persons are allowed to work on or near them) was properly and adequately carried out.

IN BRIEF

➔ North Lowestoft Men's Shed has become custodian of land previously occupied by a cattle dock at Lowestoft station. There are plans to transform it into a community space as part of a collaboration with Greater Anglia, the Wherry Lines Community Rail Partnership and the Lowestoft Central Project. Situated off Denmark Road, the land has been unused for several decades and presents an opportunity for the North Lowestoft Men's Shed to expand, enabling the group to use the land for a variety of uses, while also preserving wildlife and the railway heritage of the site.

➔ South Western Railway has started a trial of a new vending machine at Bournemouth station. Decorum Vending has worked with Regency Design and phs Greenleaf to design the machine, which features living walls on the sides. The living walls are designed to thrive in all locations, and consume nearly 5kg of carbon and produce 2.4kg of oxygen. The machine uses 54% less electricity than previous versions and has upgraded refrigerants. If successful, they will be rolled out to other stations on the network.

➔ Greater Anglia customers and staff at Stansted Mountfitchet, Bishop's Stortford, Sawbridgeworth, Harlow Mill and Harlow Town stations donated 386 chocolate eggs and tasty treats for the children's ward and paediatric emergency department at Harlow's Princess Alexandra Hospital. The donations, which also included sweets, comfort toys and books, were given to the hospital in advance of the Easter bank holiday weekend. Activity kits were also gifted for young patients at the hospital. The donations were collected at station ticket offices between February and early April.

➔ East Midlands Railway's Community Fund has granted £9200 to the Wolfpack Project, supporting mental health sessions for young adults in Mansfield and Nottingham. The project is dedicated to reducing loneliness and promoting positive mental health for people aged between 16 and 35. The money will be used to run Soft Skills for Mental Health sessions in two different locations in Mansfield and Nottingham, helping participants to build bonds and create a social support network they can rely on.

It's Derby! East Midlands city is named as new GBR headquarters

DERBY'S REPUTATION as a key railway hub in the country has been further cemented following the announcement that it will be the home of Great British Railway's new national headquarters.

The East Midlands city beat off competition from Birmingham, Crewe, Doncaster, Newcastle and York. All six locations shortlisted by the Government went through an assessment process, followed by a public vote.

The Government said that Derby's application demonstrated strong links to the wider rail network and well-established connections with the industry, supply chain and customers, as well as an extensive cluster of private sector rail businesses.

While GBR's headquarters will be in Derby, other towns and cities – potentially including some of those shortlisted – will become regional GBR hubs, equipped with local decision-making and investment powers, aimed at benefiting communities and creating jobs in the areas they serve.

The Government stated that GBR will also have roles around the country, including the North, South East, South West and London, with the headquarters being responsible for driving collaboration and innovation in the rail sector.

The leader of Derby City Council, Councillor Chris Poulter, said: "Rail heritage is at the heart of our city and for this to be recognised by



The East Midlands city of Derby has had long and illustrious links with the railways, and it has been chosen as the home of Great British Railways' new headquarters. This drone view shows the scale of the railway in the city, with the Railway Technical Centre in the foreground, Alstom's Litchurch Lane train building factory partially visible on the left, and the Etches Park depot prominent on the right. Derby station can be seen in the distance. Steve Donald

Government is a fantastic achievement.

"The investment we will see from this significant move will be huge, not only just for Derby, but also for 'leveling up' across the whole of the wider East Midlands.

"We have a rich history of being the only city in the UK to have manufactured rolling stock continuously since 1840, so I am thrilled that Derby's heritage is being recognised in this defining way. We can't wait to see what this momentous move will mean for Derby

and its citizens in the future.

"This result is a testament to the hard work of our team, alongside our key rail and city partners based in Derby – we couldn't have done it without them."

GBR transition team lead director Anit Chandarana said: "This is another important milestone on our journey to create a simpler and better railway for everyone in Britain.

"Although Derby will be the home of our headquarters, Great British Railways will also introduce empowered

regional centres to bring decision-making and leadership much closer to local customers and communities.

"The transition team is continuing to work with the Government and the wider rail industry to deliver this much-needed reform and we look forward to working with colleagues in Derby in the coming months."

Everyone involved will now work together to identify a suitable site within Derby for the headquarters to be located.

TransPennine Express cancellations still causing concern

STATISTICS RELEASED by the Office of Rail and Road has seen TransPennine Express top the table for the most number of services cancelled, principally due to an ongoing shortage of train crew.

In the four-week period between February 5 and March 4, the ORR stated that TPE's cancellation score worsened from 7.2% to 23.8% when it was adjusted to include pre-cancellations. The operator pre-cancelled 1093 trains and part pre-cancelled a further 532, stating a lack of available train crew as the reason.

Pre-cancellation (also known as P*-coding) is the term used by train operators for cancellations made before the day they are due to operate, and where the train involved is removed from the timetable.

The ORR data in relation to cancellations and part-cancellations covers those services affected due to a shortage of train crew or a lack of available trains. Other factors, such as weather conditions or incidents, are not included in this data.

Northern Trains and ScotRail also reported significant numbers of full pre-cancelled services due to a shortage of available train crew at 380 and 159 respectively, while Transport for Wales recorded 98 full and 159 part pre-cancellations due to a shortage of available trains.

The ORR has instructed the rail industry to change how it records pre-cancellations and to introduce a more passenger-friendly and transparent way of working when making late changes to services. A suitable plan for this has yet to be implemented and the ORR says that until the practice ceases, it will continue to publish this data to ensure full transparency.

ORR's director of planning and performance, Feras Alshaker, said: "Until we are satisfied that official statistics reflect passenger experiences, we will make sure that information on service reliability is available for passengers and stakeholders.

"We acknowledge that ongoing strike action has led to a refocusing of resources elsewhere, but this



TransPennine Express has topped an ORR table for the number of services cancelled or part-cancelled for a four-week period from February 5 to March 4. On August 13, 2021, a TPE Liverpool to Manchester Piccadilly service, worked by 185137, approaches Manchester Oxford Road station. Tom McAtee

should not deflect from the fact that this needs to be sorted as a matter of urgency.

"We will continue to publish pre-cancellation data until we are satisfied, and should we not have a satisfactory plan from industry by the end of April,

we will consider imposing a change in the way these services are recorded."

A decision on whether a contract extension will be offered to TransPennine Express is expected to come from the Department for Transport in May.

Further six-month extension for 'improving' Avanti

THE DEPARTMENT for Transport has given Avanti West Coast a further six-month contract extension after the train operator has worked hard to improve the reliability of its services.

AWC was awarded a short-term six-month contract by the DfT last October following poor performance, widespread cancellations and the introduction of an emergency timetable, with the company ordered to develop a recovery plan in the face of mounting criticism.

According to the DfT, since the recovery timetable was introduced on December 11 last year, AWC has shown significant improvements across its services:

- Weekday services have risen to their highest levels in more than two years.
- Cancellations have been reduced from nearly 25% of the total service in August 2022 to 4.2% in early March 2023 – the lowest level in more than 12 months.

- 90% of trains are now arriving at their destination within 15 minutes of the booked time.

- More than 100 additional drivers have been recruited by AWC, reducing reliance on union-controlled overtime working.

Transport Secretary Mark Harper said: "The routes Avanti West Coast run are absolutely vital and I fully understand the frustrations passengers felt at the completely unacceptable services seen last autumn."

"Following our intervention, Rail Minister Huw Merriman and I have worked closely with local leaders to put a robust plan in place, which I'm glad to see is working."

"However, there is still more work to be done to bring services up to the standards we expect, which is why



The Department for Transport has announced a further six-month extension to Avanti West Coast's contract for services on the West Coast Main Line network. On August 29, 2022, 390153 approaches Hest Bank with 1M14, the 14.34 Glasgow Central to London Euston service, passing the Shore Café, adjacent to Morecambe Bay. Martyn Hilbert

further improvements will need to be made by Avanti West Coast over these next six months.

"Although Avanti West Coast has made significant progress in the past six months, further work needs to be done to restore reliability and punctuality to the standards that passengers rightly expect."

"This will include delivering more reliable weekend services, continued reductions in cancellations, and improvements in passenger information during planned and unplanned disruption."

Responding to the announcement, FirstGroup chief executive officer Graham Sutherland said: "We are working closely with the Government and our partners in the industry to deliver a successful railway for our customers and communities."

"Performance at Avanti is steadily improving and since the introduction of the new timetable in

mid-December, the number of services operated has increased by more than 40% compared to last summer, with more seats and better frequencies.

"This agreement allows our team to continue their focus on delivering their robust plans to continue enhancing services for our customers, including further progress on our train upgrade and refurbishment programme."

Meanwhile, FirstGroup has announced the appointment of Andy Mellors as managing director of AWC with immediate effect, replacing Phil Whittingham, who left the role in September. Mr Mellors has held senior roles at Great Western Railway, South Western Railway and most recently as managing director of FirstGroup's non-franchised rail businesses.

First Rail managing director Steve Montgomery has been overseeing AWC on an interim basis since Mr Whittingham's departure.

IN BRIEF

➔ Avanti West Coast has launched a loyalty scheme offering discounted travel, along with on-board food and drink. Club Avanti members qualify for an immediate 10% off their first journey as a silver member when they sign up, and will also receive a voucher for a free hot drink and a further 10% discount off food and drink bought from the on-board shop. When nine journeys have been made, members qualify for gold membership, receiving one free Standard Premium return journey. Platinum membership is reached after 21 journeys, with a free First Class return ticket as a reward.

➔ Northern has created 'Go Do Your Thing After Work' guides for passengers working in towns and cities around its network to make the most of their free time. The guides are available on the Northern website for Bradford, Harrogate, Leeds, Manchester, Middlesbrough, Newcastle, Sheffield and York. They showcase some of the best things the locations have to offer for people when they finish work, from blowing off steam by axe-throwing to unwinding over a meal – and also highlight the benefit of commuting to work by train.

➔ South Western Railway has been awarded 'silver' in the Inclusive Employers Standard accreditation for fostering an inclusive workplace and culture. Applicants must provide evidence that covers all protected characteristics and themes, based on six inclusion and diversity indicators – engage, equip, empower, embed, evaluate and evolve. Established in 2011, Inclusive Employers is the leading membership organisation for employers committed to prioritising inclusion and creating inclusive workplaces. SWR has taken a renewed approach to inclusion and diversity, helping to secure the silver accreditation.

➔ More than 7000 people applied for a limited number of places available for tours of Network Rail's recently-closed Birmingham New Street power signalbox, which took place at the end of March. Four guided tours of the building were organised on March 31, offering a total of 60 people the chance to see the iconic brutalist building. Closed on December 24, 2022, the power signalbox is to be used by Network Rail as a training facility for new signallers.



West Coast Railways 37676 *Loch Rannoch* and the Scottish Railway Preservation Society's 37403 *Isle of Mull* head north along the Tay Estuary at West Ferry, working SRPS Railtours 1Z37, the 08.15 Linlithgow to Inverness charter, on March 26. Later that afternoon, 37676 became derailed while shunting the coaching stock in Millburn Yard at Inverness. Jim Ramsay

Swanage Railway launches Wareham DMU trial service

THE SWANAGE Railway has launched its summer trial of services through to Wareham using first-generation diesel multiple units.

The 90-day trial, using a three-coach Class 117 DMU (consisting of vehicles W51356, W59486 and W51388) and supplemented by a Class 121 single car unit (W55028), provides a direct rail link from South Western Railway's Wareham station to the popular heritage railway.

It is operating Tuesdays to Thursdays and Saturdays until September 9, with the Class 117 expected to be the mainstay of the services, which are being crewed and operated by West Coast Railways. A Swanage Railway conductor driver and conductor guard are required to accompany the WCR staff.

The new service only operates over Network Rail for the first mile of the journey out of Wareham to Worret Junction, and then goes onto the heritage railway for the rest of the 11-mile route.

On April 4, the first day of services, the 11.19 first train from Wareham was waved off by the town's mayor, Coun Malcolm Russell. He was also on hand to welcome the mayor of Swanage, Coun Tina Foster, when she arrived at Wareham after travelling on the first train from Swanage.

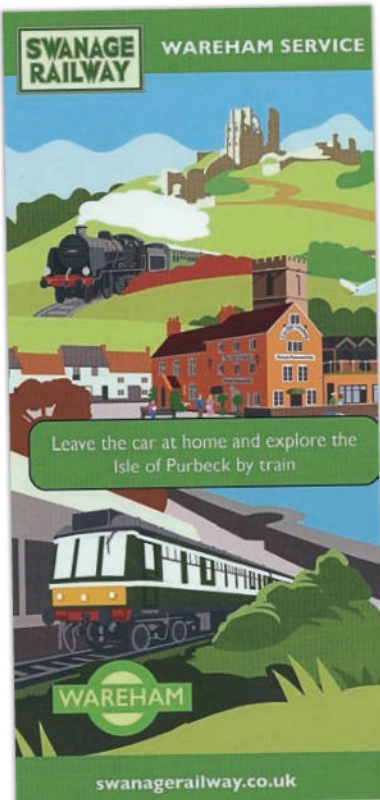
The timetable allows visitors travelling from Wareham to spend up to four hours in Swanage or the popular town of Corfe Castle, although Swanage Railway advises that the timetable is subject to change on special event days.

Ticket prices are £10 for an adult return from Wareham to Corfe Castle and £5 for child returns. For the full journey through to Swanage, the fare from Wareham is £25 for adults and £12.50 for children.

Although unavailable in time for the start of the trial, from the end of April, tickets for the Wareham service will also be available from main line South Western Railway, allowing passengers to buy add-on tickets for Corfe Castle and Swanage.

The two DMUs offer a total seating capacity of almost 300, although the Class 121 is only expected to be added to the Class 117 on busier days.

Both trains have undergone extensive works to make them suitable for operation on Network Rail metals and are now fitted with the mandatory safety equipment required.



A number of the doors on the train have been sealed out of use, while the remaining operational doors are now fitted with central door locking, and the droplight windows can only be lowered slightly to prevent any passengers being able to lean out of the train while it is in motion.

However, the modifications have not affected the atmosphere or feel of the heritage vehicles; the most obvious sign of a change is the bodyside LED orange marker lights applied in connection with the fitting of central door locking to the trains.

The two trains are maintained and serviced by the Swanage Railway at Corfe Castle.

During the summer of 2017, a 60-day trial service from Wareham was promoted by the Swanage Railway using hired-in diesel locomotives and coaches operated and staffed by West Coast Railways.

Plans to operate a second series of trains in 2018 were delayed, with further trials subsequently postponed due to the Covid-19 pandemic.

It was also decided to postpone further trials in 2022 due to delays in completing the railway's submission to the Office of Rail and Road for permission to run the trains and main line passenger numbers having not returned to pre-Covid levels.



On the first day of the trial, the Swanage Railway's main line-registered Class 117 DMU stands at Wareham shortly after arriving with the 12.14 service from Swanage – the first through train to arrive from the seaside town. For the first day of service, the Class 117 was coupled to the railway's Class 121 single car unit, which will be used to increase capacity on busier days. Andy Coward



Just the ticket: South Western Railway chief operating officer Stuart Meek, the Mayor of Wareham, Coun Malcolm Russell, the Mayor of Swanage, Coun Tina Foster, and Swanage Railway Trust chairman Gavin Johns hold an oversized National Rail ticket at Wareham station on April 4. Tickets for the Wareham to Swanage trains can be purchased directly from any SWR station from the end of April. Andy Coward

Swanage Railway Wareham to Swanage summer 2023 timetable

Swanage		12.14	14.23	16.23
Harmans Cross		12.19	14.29	16.29
Corfe Castle	10.44	12.31	14.40	16.40
Norden	10.47	12.37	14.47	16.47
Wareham	11.09	13.00	15.09	17.10
Wareham	11.19	13.05	15.19	17.19
Norden	11.35	13.21	15.35	17.39
Corfe Castle	11.39	13.25	15.39	17.42
Harmans Cross	11.47	13.36	15.47	
Swanage	12.00	13.43	16.00	

Notes:

■ Services run on Tuesdays, Wednesdays, Thursdays and Saturdays until September 9, 2023.

■ Additional Swanage steam services operate between Swanage and Norden alongside the diesel service.

■ Further information is available at www.swanagerailway.co.uk

East Lancashire Railway gains ORR testing licence

THE EAST Lancashire Railway has been granted a licence by the Office of Rail and Road to allow trains to operate along part of its route at a maximum speed of 60mph.

The licence will apply to the sections of line from Heywood to Bury and

Bury to Summerseat and grants permission for both testing and filming at higher speeds than are in place for the operation of passenger services, which is restricted to 25mph over the whole 12 miles of railway between Heywood and Rawtenstall.

ELR's head of operations, Jeff Armstrong, said: "This new non-main line certification from the Office of Rail and Road marks a significant expansion in our testing capacity.

"We have a long tradition of welcoming operators and contractors to the network, but this new licence now eliminates any need to request temporary dispensations – making the entire process of testing equipment more streamlined and straightforward for all."

The ELR was previously given permission from the ORR to operate a section of the Bury to Heywood route at speeds of up to 60mph for testing purposes, but approval had to be sought from the regulator on each occasion the dispensation was required.

The new licence from the Office of Rail and Road allows the ELR to carry out testing, commissioning and filming at higher speeds over the relevant sections of line for the next five years without the need to seek permission each time.

It also allows the heritage railway to enhance its testing facilities, which have been used by Network Rail and other organisations on a number of occasions.



The East Lancashire Railway has been granted a five-year licence from the Office of Rail and Road to allow it to operate testing and filming trains at speeds of up to 60mph along its route between Heywood, Bury and Summerseat. During a previous contract, a new Network Rail Linsinger Milling Machine is put through its paces on the Bury to Heywood section of the ELR. ELR/Rory Lushman

RAIB issues urgent safety advice to slam door operators

THE RAIL Accident Investigation Branch has issued urgent safety advice to heritage railways and other operators which use passenger coaching stock fitted with doors that are not centrally locked by train crew – principally slam door coaches – after an incident on the Great Central Railway at Loughborough Central station earlier this year.

The RAIB has established that suitable arrangements may not be in place to mitigate the risks arising from the operation of passenger trains where trains are close to, or longer than, the length of station platforms.

The organisation has called on duty holders to ensure that they carry out an assessment of risks, as well as identify and implement control measures.

The incident that led to the RAIB issuing the advice occurred on January 14 when a passenger lost their footing and sustained a serious injury while getting off a train that had stopped in a position where the door the passenger left the train from was adjacent to the ramped part of the platform.

The passenger lost their footing and sustained injuries while they were stepping down from the coach and onto the platform ramp, which is not intended for public use.



Now you see it, soon you won't! The HSTs operated by CrossCountry are due to disappear over the coming months, with the fleet expected to be gone by October. On April 12, InterCity Executive-liveried power car 43184 *Laira Diesel Depot* can be seen attempting to blend into the background while working a route learning trip from Neville Hill to Derby along with 43366 *HST 40*, as viewed from the Centenary pedestrian footbridge in Leeds. Chris Gee

IN BRIEF

➔ Network Rail is reminding dog walkers to stay safe on level crossings in the Wales & Borders region. A total of 32 reports of trespass and level crossing misuse involving dogs were reported by Network Rail's safety team over the last year. The majority of incidents were reported in North Wales and Shropshire, specifically Gobowen, Harlech, Mosytn and Pant. Both areas, North Wales and Shropshire. Two of the incidents resulted in fatalities; one a dog owner and the other a dog.

➔ Redundant tablet computers once used by Govia Thameslink Railway station staff within the company's rail operations are now being used by children at a rural primary school in Malawi. GTR donated more than 200 tablets to IT recycling and education charity the Turing Trust in November 2021. Since then, the charity has carried out a comprehensive, data-secure refurbishment process, loaded new software, and shipped the refreshed equipment to Malawi. The donated tablets are now being used by children at Choma Primary School, near Mzuzu in the north of Malawi.

➔ Network Rail has launched a competition to create a mural in the pedestrian underpass at Hackney Wick station. The winner will be invited to paint their design on the 30m x 3.5m concrete side wall of the underpass, which opened in 2018 as part of a £25 million scheme of enhancements and upgrades to the station. Despite it having originally received an anti-vandalism finish, the walls are now covered in graffiti, and experience at other stations has shown that a mural is one of the most effective options to discourage the further graffiti.

➔ Govia Thameslink Railway has installed a new living art installation at London Blackfriars station. Created by multi-media artist Alice McCabe, it features seasonal plants and flowers and is designed to provide a home for bugs and insects. As part of its station improvement programme, the rail operator has completed more than 100 landscaping and rewinding projects in recent years, including introducing bee and bug/insect hotels to outdoor spaces.

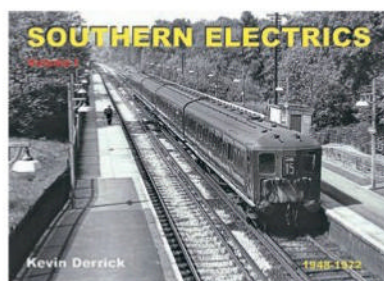
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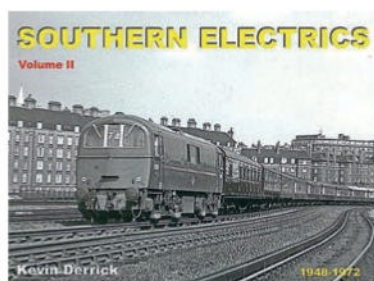
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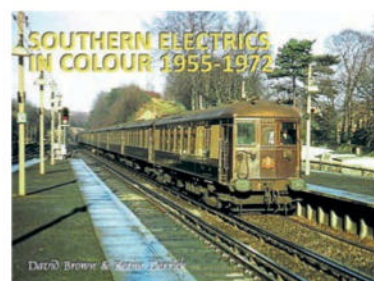
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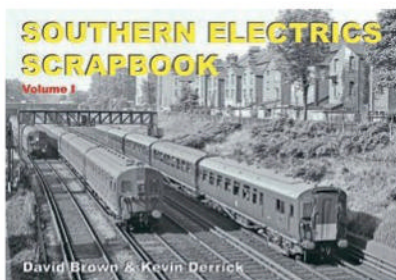
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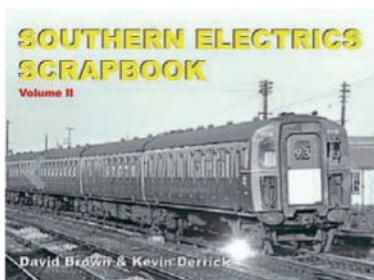
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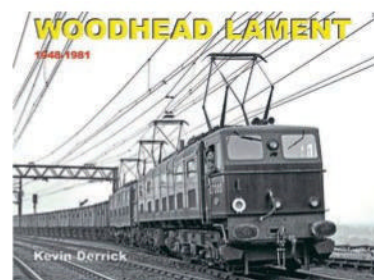
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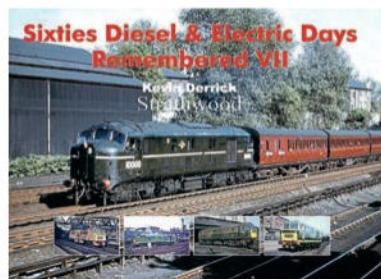
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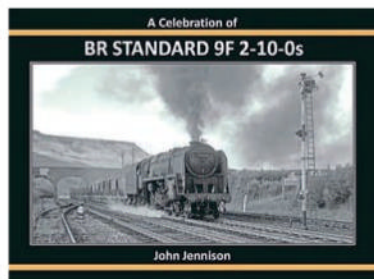
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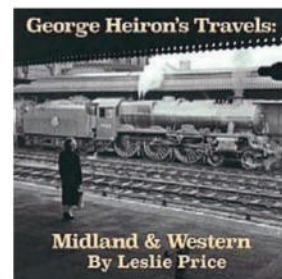
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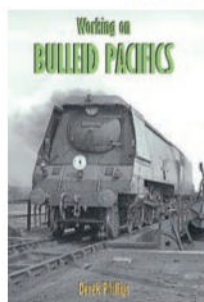
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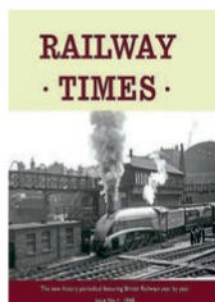
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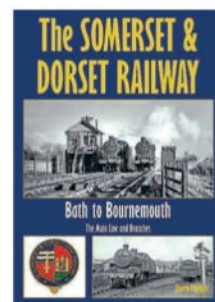
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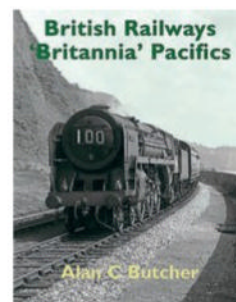
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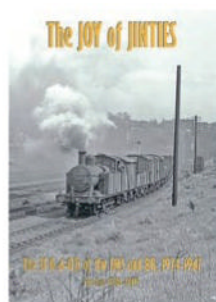
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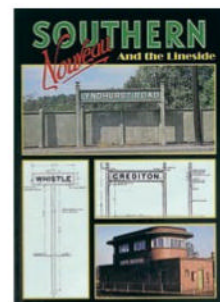
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Traction News

French Class 58 scrapping begins

Scrapping of the long-stored Class 58s at Alizay in France began in late March, with work on the disposal of the locomotives continuing throughout April.

The Class 58s were used on construction trains in France, having been exported in 2009 following the type being rendered redundant for UK traffic by English Welsh & Scottish Railways more than two decades ago.

On site at Alizay were 58001/004-007/009-011/013/018/021/026/032-036/038-040/042/046/049.

First to be scrapped at the site was 58033, which was reported as being disposed of on March 20. This locomotive has since been followed by a number of other Class 58s on the site, with 58007/009/018/021/035/036/039 all reported as being scrapped by mid-April, with staff on the site disposing of roughly two locomotives each week.



Scrapping of the Class 58s stored in Alizay, France, began in March, with 58033 becoming the first locomotive to be disposed of at the site. Almost a decade ago, in September 2014, 58033 stands at the head of 58007 and 58035, which have both also since been reduced to scrap. Michael Wright

Six DRS Class 57/3s returned to leasing company

Direct Rail Services will relinquish its six Class 57/3s leased from Porterbrook, with speculation that the locomotives involved – 57301/303/305/306/310/312 – could be heading to GB Railfreight to bolster its growing fleet in the near future.

DRS has been gradually phasing out its older locomotives over the past couple of years as it seeks to modernise its fleet, but it still retains a small fleet of Class

37s and Class 57s it owns. The six Class 57/3s being relinquished are all leased.

A DRS spokesperson said: “As we look towards our future and the Government’s net zero carbon target, we continue the process of assessing our fleet requirements.

“We have already reduced the number of heritage locomotives in the fleet and we will continue to focus on our modern, efficient locomotive classes. The Class 57s,

which are at the end of their hire agreements, will be returned to Porterbrook as we look to utilise our much more efficient and environmentally-friendly Class 88 and Class 68 locomotives, ensuring that rail freight is as green as it can be.”

One of the locomotives – currently 57312 – has, in recent years, been hired to Great Western Railway as support for the Class 57/6 Night Riviera sleeper train fleet.

DRS still owns 57002 *Rail Express*, along with 57304/307-309, but the other Class 57 locomotives previously owned by the operator have all been disposed of over the last few years.

The remaining Class 57/3s are used as Thunderbird locomotives for the West Coast Main Line, while 57002 is the only remaining Class 57/0 in the DRS fleet, but it has been out of traffic now for a number of months.

73202 leaves Stewarts Lane after 57 years

A near six-decade association with Stewarts Lane depot came to an end on April 14 when 73202 headed to St Leonards ahead of entering service with GB Railfreight.

The locomotive has been used in recent years by Southern, but it has now been transferred to its new owner. Once exam work has been completed on the Class 73, it is likely to join GBRf fleet at Tonbridge.

The locomotive has had a remarkable 57-year working career so far, which has been spent entirely allocated to Stewarts Lane.

Delivered new to the depot in September 1966 and carrying its pre-TOPS number of E6044, it was renumbered 73137 under TOPS before becoming 73202, when it became part of the dedicated Gatwick Express locomotive pool.

It has carried three names, the most recent *Graham Stenning* nameplates being removed from 73202 on the evening of April 5, ahead of its transfer to its new owner.

The Class 73/2 is the only member of the type to have been painted into Southern’s distinctive green and white livery, although it is expected to be repainted soon now it no longer part of the operator’s fleet.



Ahead of its transfer to GB Railfreight on April 14, 73202 stands inside Stewarts Lane depot, with one of its newly-removed *Graham Stenning* nameplates positioned on the cab front on the night of April 5. Mark Bott

ERS buys ex-GA Class 321

Eastern Rail Services has bought 321434 with the intention of it being used for filming contracts.

The four-car former Greater Anglia electric multiple unit was delivered to ERS’ site at Vauxhall carriage sidings, Great Yarmouth on April 17, having been hauled from Harry Needle Railroad Company’s Workshop facility.

The 321/4 was withdrawn by Greater Anglia in 2021 and stored at Workshop before being bought from Eversholt Rail at the start of April.

There is the possibility that the intermediate vehicles from the EMU – Motor Standard 63128 and Trailer Standard 72014 – could yet be scrapped, with Driving Trailer Composite 78154 and Driving Trailer Standard 78303 retained for filming purposes.

Southern Class 313s to be withdrawn from traffic in May

As was widely predicted, Southern has confirmed that the remaining Class 313 electric multiple units will be removed from traffic on Coastway services out of Brighton from the May timetable change.

A growing number of the 1976 vintage units – which form the oldest-surviving operational EMU fleet – have been taken out of traffic in recent weeks as the operator phases them out.

A charity commemorative tour using a pair of Class 313s was due

to take place on April 29, organised by Southern and the Branch Line Society, although it is expected that some of the units will remain in service beyond that date, up until the timetable change.

A designation by the Railway Heritage Designation Advisory Board that could have seen retro blue and grey liveried 313201 survive after withdrawal has been switched, with Network Rail's 313121 now designated for possible preservation, although the

designation does not necessarily mean the unit will be preserved.

A spokesperson for the National Railway Museum said: "As the first production class of electrical multiple unit to come out of British Rail's prototype 'PEP' commuter units, the Railway Heritage Designation Advisory Board (RHDAB) originally designated the first unit to be produced (313201).

"However, interiors had been altered on this and subsequent units and lacked many original

features which were a key part of British Rail's leading design programme.

"The board became aware of a unit (313121) that retained its original 1970s seating and other internal features, and which is equipped with both overhead power and third rail current collection equipment.

"Consequently, the decision was made to change the designated unit as it best represented the Class 313 to its original condition."

Class 175 woes continue as TfW sources parts

Transport for Wales has suffered a shortage of available trains in the wake of the decision to take its Class 175 diesel multiple units out of service for deep cleaning and servicing of the engine bays – following three 'thermal incidents' involving the fleet in the space of a few weeks (*Railways Illustrated* issue 243).

As part of the work to return the trains to service, TfW is fitting replacement charge air coolers to the radiators on the trains, but the necessary component is in short supply and the operator has been trying to source replacements internationally due to their scarcity.

However, only those units that have received the necessary deep cleaning and replacement charge air coolers have been accepted back into traffic, leaving TfW with a temporary shortage of trains, with the Class 175s normally used on longer-distance services.

This has seen other trains from the TfW fleet deployed on trains that would usually be worked by the 175s, and some of the lighter-used services have been temporarily substituted with rail replacement buses.

As this issue of *Railways Illustrated* went to press in late April, availability was improving, with eight trains in regular service each day – and that number was expected to increase.

The Alstom-built Class 175 fleet consists of 11 two-coach trains (numbered 175001-011) and 16 three-coach trains (175101-116), all of which have been in traffic for TfW in recent years.

The Class 175s are being phased out by the operator as more of its new CAF-built Class 197 DMUs enter traffic. A spokesman confirmed to *Railways Illustrated* that the first few Class 175s had already gone off-lease, with more to follow in the coming weeks.



The deep cleaning of engine bays and fitment of replacement charge air coolers to the radiators are ongoing on the Transport for Wales Class 175 fleet, which follows three recent engine bay fires on the trains. Availability is improving as work takes place, but these repairs have led to a temporary shortage for the operator. On April 14, 175102 stands at Wrexham General. Andy Coward

Coaching Stock News

LNER repaints

All of the Mk.4s remaining in traffic with LNER have now received the InterCity-derived oxblood livery at Wabtec in Doncaster, with 67028 collecting the last full set on March 15 before returning it to Neville Hill. This set was NL12, which is formed of 10333, 11284/312/412, 12212/330/404/426/431 and 82212.

The locomotive then returned to Doncaster, with maintenance spares 12214 and 82205, for their turn in the paintshop. The duo were released on March 29, with the same Class 67 taking them back to Leeds, the Driving Van Trailer having lost its unique 'Flying Scotswoman' livery as a result.

Mk.5A duties to decrease on TPE

Booked locomotive-hauled trains operated by TransPennine Express will decrease from the new May timetable and will remain like that for at least a year.

Speaking to *Railways Illustrated's* sister title *Rail Express*, TPE fleet director Paul Staples explained that there

are currently six Mk.5A sets booked for the northern route (via Huddersfield) and one on the southern route (via Sheffield). However, he said that will drop to four and one respectively from May. This was "in recognition of the operations issues we have got, and trying to balance the fact that we need to get the trains out regularly, but to be able to do that we need Class 68 competent drivers and that is a very, very delicate balancing act at the moment."

This is also expected to help with driver training. The situation is set to remain like this until the May 2024 timetable change, when the number of trains required is expected to rise, with a further increase expected to follow in December 2024.

LSG developments

An eclectic selection of coaches belonging to Locomotive Services departed Eastleigh Works behind 20096 and 20107 on March 20, bound initially for Southall. This included Mk.1 RBR 1666, now repainted in BR blue/grey, along with similarly

overhauled and repainted carmine and cream brake vehicles 17013 and 35479, the BSK having previously carried maroon. Recently repainted in Nanking blue, Mk.3 TGS 44081 also featured, as did TF 41108 following the fitting of retention tanks. Completing matters were Mk.2f lounge car 6708 from the Statesman set after attention and Mk.3 TF 41160, this still retaining the obsolete green and silver Rail Charter Services livery.

At Southall, 35479 was swapped for 35465, with the consist continuing on to Crewe. Also now in Locomotive Services ownership are Mk.3s 40221 and 41208, the duo arriving at Crewe by road from Ely Papworth on April 12.

Mk.1 movements

The 15-year residency of HST barrier coach 6399 at Neville Hill came to an end on March 28 with an evening transfer of the former Mk.1 BG to Worksop behind 37418. The following day saw the coach collected by road and taken to an undisclosed location in Scotland. Also on the move on March 29 was Mk.1 TSO 4927, the

former Riviera vehicle, departing Burton for Williton and a contract overhaul at the West Somerset Railway for its new owner.

ERS to scrap Mk.3s

TWO Mk.3 Kitchen Buffet First (RFB) vehicles stored at Eastern Rail Services' Vauxhall carriage sidings at Great Yarmouth are to be scrapped. Both coaches, 10212 and 10259, will leave the site by road, with their departures expected once ERS's Mk.3 generator van 96371 returns from a hire contract with Caledonian Sleeper at Inverness.

Carnforth disposals

The scrapping of redundant stock on site at West Coast's Carnforth depot continued throughout March, with Ron Hull disposing of a further diverse selection of coaches. This batch included Mk.1 BSK 34525, latterly support coach 99966, Mk.2b TSO 5463 and former Virgin Mk.2f duo 1258 and 6175. Also dealt with were Mk.1 BG 92159, courier vehicle 80212 and PCVs 94332 and 95300.

Unit News

Class 777s expand use

The fledgling passenger duties of the Merseyrail Class 777 EMUs were expanded from April 10 with their introduction on the Ormskirk line on a limited basis, this following the type's debut on the Kirkby line in January. On the first day, 777049 covered a morning peak diagram, being noted working 2005 the 07.16 Liverpool Central to Ormskirk, 2G26 the 08.04 Ormskirk to Liverpool Central and 2011 08.46 Liverpool Central to Ormskirk before returning to Kirkdale depot. On the same day, 777008/009/018 were in use on Kirkby duties.

On March 22, new battery-fitted sets 777142/144/146 were moved from Dollands Moor to Walton Old Junction, Warrington, with 66002 providing the power to Willesden, where all four operational Rail Adventure power cars, 43465/468/480/484, took over. Late on March 23, 777142 was forwarded to Kirkdale, leaving its two sisters behind.

The Class 43s were back at the Merseyside depot on March 26, this time delivering 777002 and 777006, the last two sets remaining at Arriva Traincare, Crewe, for modifications.

GWR Class 769s off-lease

The commencement of the new financial year from April 1 saw the lease of the ill-fated Class 769s to Great Western Railway come to an end. It was initially planned that the four sets remaining at Reading, 769930/943/949/959, would move to Long Marston on April 3, but technical problems and the closure of Nuneham Viaduct at Oxford meant that only 769943 made the journey under its own power.

With the exception of 769927 at Wolverton, the other 15 sets are all now at Long Marston. These have been joined by two more of the Transport for Wales allocation, with 769003 arriving by road from Canton in mid-March and 769002 at the

beginning of April.

Anglia units on the move

The last pair of Class 379s stored 'off the juice' at Norwich Wensum Sidings were returned to Ilford on April 5, with 379003 and 379024 returning under their own power. Preceding days saw the units recovered onto Crown Point by one of the resident Class 08s to be prepared for the move.

Despite the units being no closer to a return to traffic, moves between Harwich and Ilford still occur at regular intervals. 379017 and 379022 headed to the East London depot on March 20, while 379006 and 379008 escorted 379014 in the same direction two days later, before the duo returned to Parkeston Quay. The latest to be sent to Worksop are 379009 and 379027, with 37601 hauling them away from Ilford on April 14.

Of the Class 321s, 321302, was hauled from Clacton to Walton Old Junction, Warrington, by 37800 on April 6 to await developments, while 321444 was disposed of to the Rotherham yard of CF Booth during February, the four cars moving by road from Gascoigne Wood. With public services having ended and sets stored at Clacton and Ilford, 321316 and 321327 ran to Wembley Yard for storage on March 13, with 321315 and 321322 following nine days later.

Notably, recent weeks have seen several Class 755s run from Norwich to Derby in order to use the wheel lathe at Etches Park. Breaking new ground for the Flirts, 755336 was the first to arrive on March 21 before returning the following evening, while 755406 did likewise on March 28/29, and 755335 was noted passing Oakham late on April 5 on its way home.

Last Class 196 delivered

The last of the CAF-built Class 196 DMUs for West Midlands Railway, 196114, finally appeared in mid-March, with its delivery by road

from Newport to the freight terminal at Donnington to await commissioning. Further Class 197s for Transport for Wales have also made this journey in recent weeks, including 197045 on March 31 and 197047 on April 4. Noted heading back to Newport by road for modifications in late March was 197029.

GWR releases Class 387s

In a surprise move, GWR has returned three of its Class 387s to Porterbrook, the off-lease trio of 387172, 387173 and 387174 being hauled away from Reading by 37608 on April 3. Taken to Peterborough Nene carriage sidings, the trio are expected to find use with Great Northern, as this will allow 387201 to be returned to Southern and give resilience to the fleet, availability of which is stretched by ongoing interior refreshment work and ETCS cab signalling modifications.

The first unit to receive the ETCS equipment, 387101, was transferred from Worksop to Derby Litchurch Lane between 50007 and 56098 on April 13 for testing to begin, having been out of service since last October. In contrast, GWR had a surplus of Class 387s, with electrification having failed to reach Oxford, as originally intended when the fleet was ordered.

East Midlands fleet shuffle

The first half of April saw East Midlands Railway begin to receive the three-car Class 170 sets from Transport for Wales, this following on from the previous transfer of 170270-273. The first to move to Derby on April 1 was 170205, with 170204 running from Cardiff Canton to Nottingham Eastcroft seven days later, while 170201 and 170203 reached Etches Park on April 16.

Also at Derby, work to convert the three former Class 171 sets, 170922-924, from Dellner couplings to BSI commenced during the month, with 170924 the first to be stopped for modifications.

Once completed, the trio of Turbos-tars will become 170422-424 and will be compatible with the rest of the EMR fleet.

With more Class 170s available, EMR has released further Class 156s, with 156413 running to the Arriva Traincare depot at Crewe on March 26, followed by 156411 on April 15. Both will join the Northern fleet once repainted.

Meanwhile, 156917 became the third EMR set to be sent to Wolverton on March 31 for corrosion repairs, joining 156909 and 156916, which have been resident since last June and September respectively. This work is proving to be far more involved than expected, with units requiring strip-downs to bare shells for repairs. As a result, 156907 has been rejected from this programme and has gone off-lease, it running from Derby to Long Marston for storage on April 3.

Also due to go off-lease shortly with EMR are the four Class 180s; as a result, 180110 has recently spent time at Wabtec having its absent fifth coach, 56910, repaired and reinserted. Now back in a full five-coach formation, the unit returned from Doncaster to Derby on March 13.

Taff's Well receives '398s'

The new and still incomplete depot at Taff's Well received the first of its future allocation of Class 398 trams late on March 21 with the delivery of 398007 by road directly from Portbury Docks. This was followed by another of the Stadler-built units six days later in the form of 398008.

The depot, to the north-west of Cardiff, will eventually be home to the 36 Transport for Wales units, which are due to enter service next year. Previously, all deliveries had been to Asfordby for testing, with 398004-06 now confirmed to have arrived there during January and February to join the already present 398001-003.

Class 153s to Fort William

ScotRail introduced its 'active travel' Class 153s on services to Fort William from April 11, 153370 and 156450 working forward from Crianlarich with 1Y47, the 18.23 Glasgow Queen Street to Mallaig, with the Class 153 detaching at Fort William. The same units returned south the next morning as 1Y42, the 06.03 Mallaig to Glasgow Queen Street, again combining at Fort William.

Final gauge clearance and stop board positioning checks over the West Highland line between Crianlarich and Fort William had only been completed two days earlier using 153380 and 156446, while this work was also carried out on the Mallaig extension on April 16 using the same Class 153 with 156457.



The four operational Rail Adventure HST power cars, 43468 and 43480, along with 43465 and 43484, pass through Slindon, hauling 6Q77 from Willesden to Walton Old Junction Sidings on March 22 as part of the process to deliver new Merseyrail battery-fitted Class 777/1 Battery Electric Multiple Unit's 777142/144/146. Brad Joyce



LEFT: Rail Operations Group's 37608 *Andromeda* leads brand new West Midlands Railway 730023 through Wichnor Junction, working 5Q65, the 10.08 Derby Litchurch Lane to Oxley Depot on April 4. Paul Waring

Unit Focus

CLASS 153

w/c 27/3 – 153384 Millenium Site Services to Loram for continuation of its conversion to a Network Rail video survey unit.

CLASS 158/159

The two cars from accident-damaged 158763 and 159102 that remained in store at Cockshute Sidings, Stoke, have now gone for scrap to Sims, Newport. 52763 from 158763 departed by road on February 7, while centre car 58703 from 159102 followed on March 13. Still remaining at Long Marston for the moment is 52803 from 159102.

CLASS 165

12/4 – 165023 5V65 08.29 Wembley LMD-Bristol Barton Hill.

CLASS 197

16/3 – 66588 + 197044 6Q98 10.11 Donnington RFT-Crewe Carriage Sidings.
17/3 – 66520 + 197104 6Q97 09.45 Wolverton-Basford Hall.
 28/3 – 47830 + 197043 6Q98 10.17 Donnington RFT-Crewe Carriage Sidings.
3/4 – 47830 + 197106 6Q98 10.03 Donnington RFT-Basford Hall, continued as 6Q50 10.38 Basford Hall-Wolverton the next day.
 4/4 – 47830 + 197109 6Q51 16.50 Wolverton-Basford Hall, continued as 6Q47 08.33 Basford Hall-Donnington RFT the next day.
13/4 – 66587 + 197045 6Q98 09.53 Donnington RFT-Crewe Carriage Sidings.

CLASS 221

3/4 – 37884 + 221143 8Q60 09.56 Worksop-Central Rivers, for attention to severe wheel flats.

CLASS 317

15/3 – 37800 + 317337 + 317338 5Q76 08.00 Ely Papworth-Sims, Newport.
22/3 – 37800 + 317881 + 317347 5Q76 08.00 Ely Papworth-Sims, Newport.
 29/3 – 37800 + 317344 5Q76 02.15 Ely Papworth, Sims, Newport.

CLASS 318

13/3 – 37884 + 318269 5Q06 09.03 Kilmarnock Bonnyton-Yoker.

13/3 – 37884 + 318261 5Q08 13.59 Yoker-Kilmarnock Bonnyton.

CLASS 319

March – 319362 and 319364 Long Marston to Sims, Newport by road.

CLASS 465

24/3 – 66721 + 465913 5Q88 21.33 Wabtec, Doncaster-Slade Green.
25/3 – 66721 + 465922 5Q89 11.30 Slade Green-Tonbridge West Yard.
 27/3 – 66738 + 465922 5Q89 03.17 Tonbridge West Yard-Wabtec, Doncaster.
7/4 – 66758 + 465921 5Q88 21.33 Wabtec, Doncaster-Slade Green.
 8/4 – 66758 + 465924 5Q89 11.11 Slade Green-Wabtec, Doncaster.

CLASS 466

6/4 – 66758 + 466024 + 466043 5Q65 09.41 Wabtec, Doncaster-Worksop.
6/4 – 66758 + 466016 5Q66 12.50 Worksop-Wabtec, Doncaster.
Class 507/508
 19/3 – 37884 + 507019 + 508122 5Q78 22.55 Birkenhead North-Sims, Newport.

CLASS 555

29/3 – 66083 + 555005 7Q42 19.15 Dollands Moor-Wembley.
30/3 – 43465 + 43484 + 555005 7Q55 01.56 Wembley-Doncaster Belmont.
 31/3 – 43465 + 43484 + 555005 7Q56 01.23 Doncaster Belmont-Tyne Yard.
4/4 – 43465 + 43484 + 555005 7Q57 23.55 Tyne Yard-Pelaw.

CLASS 614

The testing of hydrogen development unit 614209, formerly 314209, has been completed at Bo'ness, with the companies involved moving on to the next stage of the project. As a result, the unit has been decommissioned, with removal of equipment underway, while the fate of the set has yet to be determined.

CLASS 701

13/3 – 47749 + 701040 5Q69 08.05 Wembley-Arriva, Eastleigh.
28/3 – 56098 + 701033 + 50007 5Q10 09.15 Derby Litchurch Lane-Arriva, Eastleigh.
 4/4 – 47749 + 701026 5Q10 10.17 Derby

Litchurch Lane-Arriva, Eastleigh.

5/4 – 56098 + 701021 + 50049 5Q68 10.50 Worksop-Derby Litchurch Lane.
 11/4 – 50007 + 701002 + 56098 5Q68 10.54 Worksop-Derby Litchurch Lane.

CLASS 710

16/3 – 37884 + 710374 + 37611 5Q57 14.12 Worksop-Derby Litchurch Lane.
31/3 – 37601 + 710270 + 37608 5Q58 13.21 Worksop-Derby Litchurch Lane.

CLASS 720

15/3 – 50007 + 720518 + 50049 5Q68 08.46 Derby Litchurch Lane-Willesden.
17/3 – 50049 + 720126 + 50007 5Q68 08.29 Derby Litchurch Lane-Willesden.
 21/3 – 50007 + 720125 + 50049 5Q68 10.22 Derby Litchurch Lane-Willesden.
22/3 – 50007 + 720123 + 50049 5Q68 10.22 Derby Litchurch Lane-Willesden.
 31/3 – 56098 + 720128 + 50049 5Q68 09.15 Derby Litchurch Lane-Willesden.
6/4 – 50007 + 720127 + 56098 5Q68 11.09 Derby Litchurch Lane-Willesden.
 15/4 – 47749 + 720129 5Q70 09.48 Derby Litchurch Lane-Willesden.

CLASS 730

16/3 – 37608 + 730008 5Q66 09.25 Loughborough-Oxley.
16/3 – 37608 + 730007 5Q99 13.30 Oxley-Loughborough.
 17/3 – 37608 + 730011 + 730012 5Q66 10.39 Oxley-Soho.
24/3 – 37800 + 730009 5Q66 09.27 Loughborough-Oxley.
 29/3 – 37608 + 730001 5Q99 13.35 Oxley-Loughborough
4/4 – 37608 + 730023 5Q65 10.08 Derby Litchurch Lane-Oxley.
 13/4 – 37608 + 730024 5Q65 10.08 Derby Litchurch Lane-Oxley.

CLASS 756

27/3 – 92042 + 66002 + 756002 + 756004 + 756005 6L22 16.59 Dollands Moor-Ripple Lane.
28/3 – 66002 + 756002 + 756004 + 756005 5Q99 02.40 Ripple Lane-Cardiff Canton.

CLASS 805

3/4 – 50007 + 805001 5Q70 09.09 Old Dalby-Oxley.

Unit Deliveries

Class	Number	Operator
196	196114	West Midlands Railway
197	197029	Transport for Wales
197	197043	Transport for Wales
197	197045	Transport for Wales
197	197047	Transport for Wales
197	197106	Transport for Wales
398	398004	Transport for Wales
398	398005	Transport for Wales
398	398006	Transport for Wales
398	398007	Transport for Wales
398	398008	Transport for Wales
555	555005	Nexus Tyne & Wear Metro
720	720123	Greater Anglia
720	720125	Greater Anglia
720	720126	Greater Anglia
720	720127	Greater Anglia
720	720128	Greater Anglia
720	720129	Greater Anglia
730	730023	West Midlands Railway
730	730024	West Midlands Railway
730	730028	West Midlands Railway
730	730029	West Midlands Railway
730	730030	West Midlands Railway
730	730031	West Midlands Railway
730	730032	West Midlands Railway
730	730033	West Midlands Railway
756	756002	Transport for Wales
756	756004	Transport for Wales
756	756005	Transport for Wales
777	777142	Merseyrail
777	777144	Merseyrail
777	777146	Merseyrail

Livery Changes

A second DRS Class 68 has received full body vinyls to promote green credentials, with 68014 being released from Crewe Gresty Bridge on April 6.

The 'Greener Future' livery extols the locomotive's use of Hydrotreated Vegetable Oil (HVO) as fuel on a green and blue background, while the other half of the locomotive is white with Chiltern Railways logos.

The paintshop at Eastleigh Works has been busy in recent weeks, outshopping GB Railfreight's recently imported 66306 in standard GBRf blue and orange, with 66307 and 66308

next in line for attention, both of which should have emerged by the time this issue goes on sale in early May.

Also completed by Arlington Fleet Services and pictured in the last issue is 57311, which has been painted into Locomotive Services lined black, while 73133 has been repainted into early BR blue with half yellow ends, with the locomotive destined for preservation at the Bluebell Railway (see page 24).

Yet more DB Cargo Class 66s continue to emerge in DB red and grey, with 66012 and 66156 the

latest recipients of the colours, while Freightliner's 08585 is the latest locomotive to be painted in the freight operator's distinctive orange and black livery.

With the application of South Western Railway colours to the Class 450s nearing completion, work has also restarted on the repaint of Class 444s at Bournemouth, with 444036 the first to be re-liveried in over a year.

The pride vinyls applied to 444019 have also been revised and significantly enlarged to be intersex inclusive.

Meanwhile, 357016 is the latest c2c unit to be given a full body vinyl wrap, with the predominately blue vinyls promoting the 'Railway Guardian' app from the British Transport Police.

As reported in Coaching Stock News, the repainting programme to LNER's Class 91 and Mk.4 coaching stock fleet has now been completed, with the final coaches to be treated emerging from Wabtec during the period under review.



Now carrying a vinyl wrap declaring 'On Track for a Greener Future', 68014 has lost its former Chiltern Railways grey and silver colours to promote the benefits of operations using HVO for fuel, as opposed to conventional diesel. The new-look Class 68 passes through Aylesbury on April 11, 2023.

Mark Hare



The pride vinyl wrap applied to South Western Railway's 444019 has been amended and expanded to show support for and solidarity with its LGBTQIA+ passengers, colleagues and the community at large. The design was revealed at London Waterloo by SWR's managing director, Claire Mann, and chief operating officer Stuart Meek, alongside the flag's creator, Valentino Vecchiotti, on March 27. South Western Railway

Locomotives

Chiltern Greener Future: 68014

DB Cargo: 66012, 66156

Freightliner orange: 08585

GB Railfreight: 66306

Locomotive Services black: 57311

Rail Operations Group blue: 37611

Units

BTP Railway Guardian blue: 357016

South Western Railway: 444036, 450065/074/094/099

Coaches

BR blue/grey: 1666

BR carmine/cream: 35479

LNER InterCity 225: 10333, 11284, 11312, 11412, 12212/214, 12330, 12404/426/431, 82205/212

Shunter News

Arlington Fleet Services

With a fresh coat of BR blue newly applied, 07007 was named *Bruce* after owner Bruce Knights at Eastleigh Works on March 14, the surprise event also seeing agreement reached for Mr Knights to sell the Class 07 to Arlington. The locomotive has additionally seen a change of number following its cosmetic attention, reverting to its pre-TOPS identity as 2991.

Beacon Rail

There are now 10 Class 18s in store at Wolverton Works and awaiting deployment following the arrival of 18011 at the site on March 17, the brand-new locomotive having departed Clayton's Burton workshops the previous day.

Freightliner

Now in orange, 08585 *Vicky* departed the Nemesis Rail depot at Burton following an exam at the end of March. Taken to the Manchester

container terminal at Trafford Park, this allowed 08624 to make the return trip for a D exam and repaint.

HNRC

With repairs now completed at Burton, 08389 headed back to South Wales on March 13 to resume its duties with Celsa at Cardiff Tidal.

Meteor Power

The conversion of 08649 into a battery-electric demonstrator took a further step forward at the end of March, with the locomotive transferred from Wolverton Works to the Silverstone industrial unit of owner Meteor Power for the work on its conversion to continue.

Railway Support Services

The shunter duty at Wigan Springs Branch has been withdrawn due to a lack of use, with 08939 returning to Wishaw in late March as a result. It is expected to join 08738 at Felixstowe shortly once an exam is completed.



With its *Bruce* nameplates still covered over in preparation for their unveiling a few days later, newly repainted Class 07 2991 stands inside Eastleigh Works on March 9. The locomotive has been based at Eastleigh for more than 60 years, first arriving from Lincoln in 1962, and the furthest it has been from the Eastleigh and Southampton area in that time was for a working visit to the Swanage Railway in 2009 for a diesel event. Agreement has also been reached between Arlington Fleet Services and Bruce Knights for Arlington to purchase the locomotive. Carl Watson

Wagon News

New deliveries

The latest batch of FEA-G intermodal twin-sets for GBRf arrived through the Channel Tunnel in mid-March, with 66732 forwarding 81 70 4663 061-080 from Dollands Moor to Wembley on March 18 and then on to Peterborough the following morning.

On March 29, 66757 departed WH Davis' Shirebrook workshops bound for Doncaster with three sets of nearly-new FWA Ecojets that had returned in December for attention, these being outers 83 70 4520 276-279/316/317 and inners 83 70 4521 074/075/094.

The latest batch of JNA box wagons for VTG moved on from Dollands Moor on March 25, although 66704

only got as far as Tonbridge West Yard with 81 70 5932 671-696, 66754 continuing their journey to Willesden Euroterminal on the following evening.

Loram movements

Another 15 JNA-Y box wagons for Network Rail have emerged from Loram's Derby workshops in recent weeks, 37418 once again busying itself distributing them. On March 15, it took 81 70 5831 075-079 to Toton and was back again on the 28th with 81 70 5831 080-084, while Bescot was the destination on April 6 with 81 70 5831 085-089.

The Type 3 has also delivered further MRA donors for rebuilding,

501022/082/184/185/188 coming from Toton on March 28 and 501034/094/220/221/222 from Bescot on April 6.

Latest disposals

Recent disposals have focused on clearing more of the redundant HTA hoppers littering yards across the country. On April 14, 66066 worked across Newport from Alexandra Dock Junction to Sims Metals with 31012 9/136/157/163/329/614/719/772/857/859 in tow, while March 3 saw 3102 09/217/263/269/361/392/499/597/673/835 also arrive at the Newport scrapyard.

Meanwhile, road moves from Doncaster to Booths have included

310334 and 310365, while 310057/154/194/276/375/591/638/686 were also delivered by road in early April from the yards at March.

EMR's Attercliffe yard received more ballast wagons on March 31, in the form of MFA 391349 and MHA/MPA 394379/408/744/748/789/799/828/837/845/848 and 396106/110/128/129/138/143/144, while Ward Recycling of Ilkeston received TDA bogie tankers VTG86930/53/56/59/61/62 from Long Marston in mid-April.

At Carnforth, Ron Hull scrapped Cowans Sheldon diesel mechanical breakdown crane ADRC96100 in mid-March, along with jib runner DB998530.

Naming Update

After a couple of quiet months for namings, the period under review has been busier.

As reported opposite, Class 07 2991 (07007) has been named *Bruce* at Eastleigh Works, while also at Eastleigh, recently preserved E6040 (73133) has regained its former *The Bluebell Railway* name following repainting, ahead of a move to its namesake railway and into preservation.

As also reported on page 10, Transport for Wales has named 231001 *Sultan* in a ceremony at Caerphilly on March 29 to commemorate the successful roll-out of the Stadler Class 231 fleet on the Rhymney Valley line.

CrossCountry's Intercity Executive-liveried Class 43 high speed train power car has been named *Laira Diesel Depot* without ceremony at the Plymouth depot. The naming recognises the work done by the depot in maintaining the CrossCountry and Great Western Railway HST fleets, both of which are now due to be removed from regular service before the end of the year.

West Midlands Railway named CAF Class 196 DMU 196004 *Sir Edward Elgar* in honour of the region's most famous composer as the operator prepares to roll out the new fleet onto its Hereford Line. The naming was carried out at Worcester Shrub Hill station by the High Sheriff of Worcestershire, Andrew Manning-Cox, on March 24.

Sir Edward Elgar, one of Britain's best-known composers, was born in the village of Lower Broadheath,

near Worcester, in 1857 and spent much of his life in the county. The name was previously controversially applied by British Rail to 50007 in connection with the GWR 150 celebrations in 1985.

Crossrail 345004 has gained the name *Andy Byford* after the former London Transport Commissioner, who left his role at the end of last year.

South Western Railway 444023 has been named *The Alex Wardle Foundation* at London Waterloo on March 14. The foundation is named after Alex Wardle, who passed away in March 2016 from Sudden Arrhythmic Death Syndrome. Every week in the UK, at least 12 young people die of undiagnosed heart condition, with SADS caused by a disturbance in the heart's rhythm, of which there can be many causes, despite the person not having any physical heart disease.

The naming was carried out in connection with a SWR's roll-out of defibrillators across its network.

Two locomotives have lost their nameplates, with 73202 losing *Graham Stenning* prior to its transfer from Southern to GB Railfreight in April.

Also recently de-named is 37611, which has lost its *Pegasus* nameplates at Arlington Fleet Services at Eastleigh while undergoing bodywork attention and a repaint, with the Europhoenix-owned locomotive due to emerge over the coming weeks in the same Rail Operations Group blue livery that was applied to 37800 late last year.

Named			
Number	Name	Location	Date
07007	<i>Bruce</i>	Eastleigh Works	14/03/23
43184	<i>Laira Diesel Depot</i>	Laira depot	03/23
73133	<i>The Bluebell Railway</i>	Eastleigh Works	05/04/23
196004	<i>Sir Edward Elgar</i>	Worcester Shrub Hill	24/03/23
231001	<i>Sultan</i>	Caerphilly	29/03/23
345004	<i>Andy Byford</i>	Old Oak Common depot	03/23
444023	<i>The Alex Wardle Foundation</i>	London Waterloo	14/03/23
De-named			
Number	Name	Location	Date
37611	<i>Pegasus</i>	Eastleigh Works	03/23
73202	<i>Graham Stenning</i>	Stewarts Lane depot	04/23



CrossCountry's celebrity InterCity Executive-liveried HST power car 43184 has been named *Laira Diesel Depot* to commemorate the link between the Plymouth depot and the work it has done in maintaining the HST fleets for both CrossCountry and Great Western Railway. The nameplates were applied without ceremony at the power car's home depot while it was undergoing maintenance. All CrossCountry HST sets are due to be withdrawn by the end of October this year. Dave Gilbert



The Bluebell Railway

Blue-Belle! Class 73 E6040 is unveiled after its BR blue repaint

CLASS 73 electro-diesel locomotive E6040 (73133) was unveiled in BR blue with small yellow warning panels and renamed *The Bluebell Railway* at Arlington Fleet Services, Eastleigh, on April 5, ahead of a planned move to its namesake railway.

The Class 73 was bought privately from former owner John Buxton for preservation on the Bluebell Railway at the end of last year, and it has since undergone an extensive bodywork overhaul and high quality two-pack repaint.

Railways Illustrated was invited to a small unveiling event hosted by AFS at its Eastleigh Works complex, with project lead Paul Auckland keeping the chosen livery a closely guarded secret until then.

After being re-named by Bluebell Railway Preservation Society vice president Roy Watts, the Class 73 was driven out of the workshops and run around the yard at Eastleigh, using both its diesel engine and the locomotive's third-rail electric shoe gear for traction.

Regarding the chosen colour scheme, Mr Auckland explained: "Every livery carried by 73133 throughout its working life was considered, but the final decision was left for the Bluebell Railway to make. Early BR blue with small yellow

warning panels, white cab window surrounds and E6040 numbers is appropriate for the era we are recreating at the Bluebell, and the finished locomotive looks fantastic.

"I am extremely grateful to Carl Watson and the whole team at Arlington for their work on the locomotive over the last few months and I'm looking forward to the start of the next chapter in the story of E6040 when it arrives on the Bluebell."

The newly-completed locomotive was expected to be moved from Eastleigh to its new home by road at the end of April. If all goes to plan, it should have arrived at the Bluebell by the time this issue goes on sale in early May.

73133 is one of three locomotives to have been named *The Bluebell Railway*, the others being long-scrapped 73004 and GB Railfreight's 66739, which still carries the name of the heritage line. Mr Auckland said that although the nameplates had been carried by the locomotive much later in its working life than when it was originally numbered E6040, the link between the Class 73 and the railway could not be ignored.

It has also retained its unique cab front lighting clusters that were applied to 73133 by Mainline Freight in 1997.



Positively gleaming following its bodywork overhaul and repaint, which was carried out by Arlington Fleet Services at Eastleigh Works, Class 73 E6040 stands inside the workshops on April 5, when the locomotive was unveiled to invited guests and renamed *The Bluebell Railway*. Andy Coward

Among the guests invited to the unveiling was the locomotive's former owner, who has also been a long-time supporter of the Bluebell Railway. Mr Buxton explained to *Railways Illustrated* that he had been approached towards the end of last year about the possibility of the locomotive being available and was delighted that the Class 73 would shortly be heading to the Sussex heritage railway. He also wished the locomotive's new owners every success with the newest addition to the Bluebell Railway's operational fleet.

Mr Auckland explained that once the locomotive arrives at Sheffield Park, it will undergo some testing and commissioning, along with

driver training. The locomotive is fully operational and is expected to enter service on the Bluebell over the coming weeks once sufficient crews have been trained on it.

Bluebell Railway Preservation Society vice president Roy Watts said "The Bluebell Railway continues to move with the times and we've now had diesels for many years, starting with diesels operating the tip trains as part of us getting to East Grinstead more than 10 years ago.

"I am delighted that E6040 is coming to the Bluebell Railway as it will be a highly versatile and economical locomotive, allowing us to enhance our timetable alongside steam locomotives. I am confident it will find a number of uses, including giving us the option to keep operating during periods of high fire risk."

Any reader wishing to support the restoration of E6040 can make a donation via a crowdfunding website that supports the locomotive (visit www.crowdfunder.co.uk and search for '73133 The Bluebell Railway Restoration'). Mr Auckland also said that new volunteers to support the Bluebell's diesel fleet and the operation of E6040 would be welcome; anyone interested in getting involved in volunteering can contact him by email at paulchillout@aol.com

E6040 is the latest diesel arrival at the Bluebell, joining the fleet of Class 09 D4106 (09018), Class 33 D6570 (33052 *Ashford*) and recently-arrived Class 207 Thumper DEMU 1305. At present, the Class 33 and Thumper are undergoing overhauls before entering service, with the Class 09 in regular use on engineering and shunting duties, along with occasional use on passenger services.



Bluebell Railway Preservation Society vice president Roy Watts, E6040 project leader Paul Auckland and former owner John Buxton stand alongside the newly-renamed *The Bluebell Railway* at Eastleigh on April 5, shortly after Mr Watts had unveiled the nameplates on the locomotive. Andy Coward



After the locomotive had been renamed, it was run up and operated light engine around the yard at Eastleigh, using its diesel engine and also the 750v third rail. While it has been repainted into BR blue with small yellow warning panels, E6040 has retained the experimental cab front lighting clusters originally fitted to the locomotive in 1997. Andy Coward

Severn Valley Railway launches £1.5 million Survival Fund appeal

IN THE face of dramatically rising costs, falling visitor numbers and decreasing revenue, the Severn Valley Railway has launched a £1.5 million Survival Fund appeal to overcome its current financial crisis and to make longer-term plans for its future.

The SVR announced in January (*Railways Illustrated* issue 241) that it was implementing a range of measures to bring rising costs under control. These have included reducing the number of operating days during the 2023 season, introducing a simplified timetable, a freeze on recruitment for non-essential roles, and a combination of voluntary and compulsory redundancies from its paid employees.

The railway has written to more than 25,000 shareholders, members and donors to urge them to support the Survival Fund, stating that the future of the railway could be at risk unless it can secure an urgent injection of cash. This is due to the changing circumstances over the past three years that have created a 'perfect storm' of conditions that are affecting the SVR – along with a number of other lines in the heritage railway sector.

SVR managing director Jonathan 'Gus' Dunster said: "Our programme of events and services this year is as vibrant as ever. It is crucially important to us to continue to attract visitors as this will play a huge part in

getting us through the challenges we face. We are confident we can deliver on and surpass visitor expectations.

"However, operating a heritage railway is a cyclical business. For several months at the beginning of each year, there's very little income because we are not open to the public. Pre-Covid, we got ourselves through this lean time by having a cash reserve in the bank, but that option has been taken away by the combined financial challenges of the past three years.

"Unless we address this situation urgently, we won't be able to lift the railway out of the financial difficulties it is now facing. The Survival Fund will help us through the coming very difficult year in order to start 2024 with a sufficient 'reserve'. Then we will stand a real chance of getting the railway properly back on its feet, so it can thrive and be fit for the future."

The SVR also wants to restructure the three companies that form the railway – SVR (Holdings) Plc, the SVR Company Ltd and the SVR Charitable Trust – to achieve a structure with charitable status at its heart. This would help to unlock new income streams, such as Gift Aid on ticket sales and grant funding, along with other financial benefits like zero business rates and decreased administration costs.

The railway says that finding a better way to manage its collective

assets, finances and resources in the future is behind the desire to seek a restructure. An application has been made to the National Lottery Heritage Fund for a grant to enable this work to take place.

SVR interim chairman Chris Walton said: "We place huge value on the support the SVR has received over the years.

"This has helped it to grow from its humble beginnings in the 1960s into one of the UK's leading, award-winning and much-loved heritage railways.

"It's meant the preservation of our buildings, infrastructure, locomotives, rolling stock and artefacts for future generations to enjoy, and it brings pleasure to many thousands of people each year, generating tremendous economic benefit for the surrounding communities.

"We would not be making this appeal if it wasn't completely necessary for the survival of the railway, and we hope our supporters will understand the difficulties we face and give us their backing."

Any *Railways Illustrated* readers wishing to make a donation to the Survival Fund Appeal can do so through the SVR's website at www.svr.co.uk

➔ **Reviving the Premier Line – see feature on pages 60-65 of this edition of *Railways Illustrated*.**



The Severn Valley Railway has launched a £1.5 million Survival Fund appeal to secure the immediate future of the popular heritage line, which has suffered hugely from increased costs, reduced visitor numbers and falling revenue. On September 29, 2022, the Class 40 Preservation Society's 40106 *Atlantic Conveyor* heads the 16.22 Highley to Kidderminster service over Wribbenhall Viaduct at Bewdley. Tom McAtee

IN BRIEF

➔ The Ivatt Diesel Recreation Society is restoring one of the cabs from 58022 that was recovered from the chassis and which will form the basis of its recreation of LMS 10000. The cab is displayed at Wirksworth, outside the IDRS's workshops, and has been finished in Railfreight grey livery. The second cab from the locomotive was sold by the society last year. Meanwhile, work continues preparing the former Class 58 chassis for its new purpose, with the remainder of Class 58 components removed. Regular progress reports on the project can be found online at www.lms10000.co.uk

➔ The Western Locomotive Association's preserved Class 52 Western diesel-hydraulic locomotive D1062 Western Courier celebrates its 60th anniversary in May. The locomotive emerged from Crewe Works on May 6, 1963, beginning a working life with British Rail of just over 11 years, with it being withdrawn by BR on August 23, 1974. It was purchased for preservation by the WLA in November 1976. Of the seven preserved Westerns, only D1015 Western Champion and D1062 are currently operational.

➔ With work on the replacement of two bridges near Quorn and Woodhouse station on the Great Central Railway now completed, services on the railway between Loughborough and Leicester North recommenced in early April. The Heavy Tractor Group's 37714 Cardiff Canton was in use throughout the Easter weekend. The Class 37 had been due to be in use on the Friday and Saturday, but the failure of Class 45 D123 Leicestershire and Derbyshire Yeomanry saw the Railfreight liveried in service on all four days of the holiday weekend.

➔ Crewe Heritage Centre held a Modern Image O Gauge Model Railway Exhibition on March 25/26, with main line visiting locomotives 37401 Mary Queen of Scots and 88001 Revolution in attendance, supplied by Direct Rail Services. The Crewe Diesel Preservation Group's main line-registered 47712 Lady Diana Spencer also returned to its original home base for the event, courtesy of its owners and Locomotive Services Group.

Hybrid-electric 37207 moves to Great Central

METEOR POWER'S 37207 has moved to the Great Central Railway in preparation for the next stage of the Class 37's reactivation as a hybrid-electric locomotive.

The locomotive has been undergoing extensive work to prepare it as the basis for trials with Meteor Power, which has successfully reactivated shunting locomotive 08649 with its electric powertrain concept. The technology has been tested on the Class 37 using the equipment fitted to the Class 08 shunter and the locomotive is now ready to receive its own conversion works.

37207 was due to move to the GCR from its previous base at Wolverton Works on April 21, just in time for it to hopefully be displayed at Quorn & Woodhouse during the GCR's spring diesel event on April 22/23.

The move to the GCR is being made in conjunction with the Heavy Tractor Group, which owns 37714 *Cardiff Canton* and is also the custodian of the National Railway Museum's pioneer Class 37 D6700. The group also has 37605 in store at Swithland on the GCR, although this locomotive is due to be scrapped once it has yielded valuable spare components towards the ongoing preservation of D6700 and 37714.

37207 will be stored undercover at Swithland and some work will be carried out by HTG volunteers while it is at the GCR.

Following withdrawal in September 1996, 37207 was sold into preservation and moved to the Plym Valley Railway, where initial restoration work was carried out. It was later sold to Colas, along with a number of previously preserved Class 37s, for reactivation and it was moved to Harry Needle Railroad Company's base at Barrow Hill.

Work on rebuilding 37207 by HNR reached an advanced stage when Colas decided to cancel its Class 37 rebuilding project; those locomotives that had not been completed or still awaiting attention were subsequently sold to spot hire company Europhoenix.

The locomotive later moved to UK Rail Leasing's site at Leicester, where it was used as a spares donor to support the operational Europhoenix Class 37 fleet until it was sold on again to Meteor Power in the autumn of 2021.

For more information about the HTG, visit www.heavytractorgroup.org

125 Group marks Project Rio 20th anniversary with Midland Mainline repaint

THE 125 Group has repainted preserved Class 43 high speed train power car 43159 into the later Midland Mainline ocean blue livery – as carried when it was used as a Project Rio power car – to mark the 20th anniversary of the commencement of Project Rio on the Midland Main Line in May 2003.

The power car was donated to the 125 Group by former owner Porterbrook in June 2021 on account of it being one of the two HST power cars involved in the world record-breaking diesel rail speed run, along with 43102, setting a maximum of more than 148mph just south of Northallerton on November 1, 1987.

Stood down from active service in 2019, the locomotive carried First Great Western deep blue livery, but the paintwork on the power car was in poor condition. The decision was therefore taken for 43159 to be repainted at its current home base on the Midland Railway – Butterley.

The owning group has stated that while the eventual intention is for the power car to be repainted into the InterCity Executive livery it wore during its speed record-breaking run, the opportunity was taken to repaint it into the Midland Mainline livery to coincide with the 20th anniversary of Project Rio this time.



Midland Mainline HST 43159 *Rio Warrior* leaves Chinley on the last day of MML HST operations over the Hope Valley Line on September 9, 2004. This power car is now preserved on the Midland Railway – Butterley by the 125 Group and has been repainted into the livery it carried during the Project Rio era. Robin Stewart-Smith

Project Rio was the name given to train services operated by National Express franchise Midland Mainline (now East Midlands Railway) between London St Pancras and Manchester Piccadilly, operating over the Midland Main Line, Erewash Valley Line and the Hope Valley Line at the request of the Strategic Rail Authority while work on the upgrading of the West Coast Main Line was being carried out. Project Rio operated between May 2003 and

September 2004. The HST power cars used for the Project Rio were mainly former Virgin CrossCountry Class 43s, which were repainted into Midland Mainline's ocean blue livery and given a name with a Rio theme. 43159 was one of the power cars involved in the project and was named *Rio Warrior*. The power cars used on Project Rio services also received the letter 'R' just above the fleet number to denote the services they had been provided for.

The 125 Group said it hopes to hold a running day on the MRB at some point in June, featuring 43159 in its new guise, along with one of its other preserved power cars based on the railway.

The 125 Group owns four Class 43 HST power cars, 43044/048/089 and 43159, along with a number of Mk.3 HST trailer coaches and some Mk.3 locomotive-hauled coaches, with its stock concentrated at the MRB and the Nottingham Heritage Railway at Ruddington.

All power cars, with the exception of 43044 *Edward Paxman*, are based at the MRB. Ruddington-based 43044 is due to have an original HST Paxman Valenta engine fitted over the coming months to reunite the InterCity Executive-liveried power car with one of the engines originally carried by the HST power car fleet until they were re-engined in the early part of the 21st century.

All of the 125 Group power cars and Mk.3 HST coaches are still registered for main line running, with the group also currently working on the installation of Controlled Emission Toilet retention tanks to its coaches.

More information on the 125 Group can be found at www.125group.org.uk

Preserved Class 43 HST power cars

Number	Owner	Location	Livery	Engine	Status
43002	NRM	RMV	BGY	MTU4000	Static Exhibit
43018	CHC	CHC	BGY	No engine	Static Exhibit
43044	125G	NHR	ICE	No engine*	Awaiting Paxman Valenta engine
43045	125P	NVR/RW	EMT	VP185	Operational
43048	125G	MRB	EMT	VP185	Operational
43056	WRT	GR	FGB	MTU4000	Repairs
43060	125P	NVR/RW	EMT	VP185	Operational
43071	125H	CVR	FGB	MTU4000	Operational
43073	125H	CVR	EMT	VP185	Operational
43081	CHC	CHC	EMT	VP185	Operational
43082	125H	CVR	EMT	VP185	Operational
43089	125G	MRB	EMT	VP185	Operational
43102	NRM	LMS	ICS	MTU4000	Static exhibit
43159	125G	MRB	MMB	MTU4000	Repaint underway

Owner Key: 125G – 125 Group, 125H – 125 Heritage, 125P – 125 Preservation, CHC – Crewe Heritage Centre, NRM – National Railway Museum, WRT – Welsh Railway Trust

Location Key: CHC – Crewe Heritage Centre, CVR – Colne Valley Railway, GR – Gwili Railway, LMS – Locomotion Shildon, MRB – Midland Railway Butterley, NHR – Nottingham Heritage Railway, NVR – Nene Valley Railway/Railworld

Livery Key: BGY – InterCity 125 Blue, Grey and Yellow, EMT – East Midlands Trains, FGB – First Great Western Dark Blue, ICE – InterCity Executive, ICS – InterCity Swallow, MMB – Midland Mainline Blue

Notes: 43044's engine is currently removed and is due to be fitted with a replacement original Paxman Valenta engine over the coming months.

Deltic 55009 back on the main line

FOLLOWING ATTENTION at its Barrow Hill depot facility over the past few months, the Deltic Preservation Society's main line-registered Class 55 Deltic 55009 *Alycidon* has returned to the main line for testing – ahead of its first main line charter in more than four years.

On March 28, 55009 carried out its first main line test hauling West Coast Railway's 57012 from Barrow Hill to Carnforth, before working a loaded test with coaching stock and 57012 on the rear of the train the following day, seeing the Deltic work from Carnforth to Carlisle. The testing was deemed a success, allowing the Deltic to be cleared for a return to charter use.

The locomotive has been off the main line since suffering a catastrophic failure at Drem while working 'The Auld Reekie' charter for the A1 Steam Locomotive Trust.

The Deltic suffered from a suspected power surge while working the charter, which caused extensive damage to the locomotive's traction motors, a generator and other electrical machines.

Following extensive repairs to the locomotive, it spent the beginning of last year undergoing recommissioning on the Great Central Railway before making working visits to both the Gloucestershire & Warwickshire Steam Railway and the Severn Valley Railway, returning to Barrow Hill over the winter to allow some rectification work to be carried out.

The first main line charter to be worked by 55009 since the fateful 2019 train will be UK Railtours, which will see the Deltic operate the 'Coronation Deltic' on May 13.

Find out more about the society at www.thedps.co.uk



Welcome back: For the first time in just over four years, 55009 *Alycidon* returns to main line action, hauling 57012 from Barrow Hill to Carnforth through Garstang on a rather overcast March 28. The main line tests of the locomotive were operated by West Coast Railways, with the Class 57 provided as insurance. John Hales



The following day, March 29, 55009 was charged with working a loaded test train, consisting of West Coast Railways coaching stock and 57012 on the rear, with the train heading through Scout Green on its trip from Carnforth to Carlisle. John Hales



The Brush Type 4 Fund's immaculately restored 47105 approaches Toddington Station on April 7, working the 15.35 Broadway to Cheltenham Gloucestershire Warwickshire Steam Railway service, passing through the well-maintained cutting on the approach to the station. Ex-GWR 4-6-0 steam locomotive 7903 *Foremarke Hall* was on the rear and was detached upon the train's arrival at Toddington. Paul Biggs

IN BRIEF

➔ The Pontypool & Blaenavon Railway seeks additional volunteers to help with the maintenance and operation of its diesel fleet. The South East Wales-based railway is particularly keen to hear from volunteers who have experience in driving and maintaining main line diesel locomotives. The line is home to 31203, 37023 and 37216, along with a number of industrial diesel locomotives. Find out more about the railway online at www.bhrailway.co.uk or get in touch by calling 01495 792263.

➔ The Mid-Norfolk Railway was set to begin its delayed 2023 operating season from April 29, with train services due to run between Dereham and Thuxton. The MNR season has started later due to track repairs needing to be carried out, while the section of line between Thuxton and Wymondham Abbey is out of use due to repairs required to Crownthorpe Bridge. An emergency £95,000 fundraising appeal is being organised by the MNR towards the repairs, with almost £20,000 raised as this issue was being prepared.

➔ Recently purchased 20166 and Class 26 D5314 were used on a private charter on the Caledonian Railway between Bridge of Dun and Brechin on April 15. This was the first passenger train worked by the Class 20 since it arrived on the railway earlier this year following its purchase from former owner, the Harry Needle Railroad Company. The three-coach train was worked in top-and-tail formation, with the Class 20 at the Bridge of Dun end and D5314 at the Brechin end.

➔ 50017 *Royal Oak* returned to operation on the Great Central Railway on April 15 with a test run from Loughborough to Leicester North. The Network SouthEast-liveried Class 50 had been out of service for more than a year and has undergone engine repairs. It was expected to be in use during the GCR's diesel on April 22/23, which took place just after this issue closed for press.

➔ Locomotive Services Group subsidiary InterCity announced a short-notice one-way charter from London King's Cross to Edinburgh on April 21, hauled by D9000 *Royal Scots Grey*, which has recently undergone attention at Barrow Hill by Harry Needle Railroad Company.

IN BRIEF

➔ Former Wisbech & Upwell Class 04 D2203 arrived at the Mangapps Railway Museum on March 28 following its acquisition from the Embsay & Bolton Abbey Steam Railway. As part of the required restoration work, it will once again be fitted with side skirts and cowcatchers. Meanwhile, the Diesel Electric Shunter Company has announced that 08888 is to remain at the Gwili Railway until May next year after its hire period to the railway was extended.

➔ Northumbria Rail has secured a further Mk.3 Trailer Standard that was originally part of the prototype HST set. Built as 12002, the coach ended its days as 42353 in the First Great Western fleet before serving as a spares donor at Doncaster. March 22 saw it removed by road from Doncaster for initial storage at Cockshute Sidings, Stoke, to await its turn for restoration. Four of the prototype Mk.3s have now been secured for preservation by a group headed by Northumbria Rail, with 42355 and 42357 at Wansford and 42356 at Eastleigh Works.

➔ The 30-year stay of Mk.2b FK 13484 at Swanwick Junction came to an end in April, with its departure from the Midland Railway – Butterley following sale. The coach, which served as volunteer accommodation, will have been a familiar sight to many visitors over the years as it retained its red/blue BR Research colours and departmental number of ADB977528 from its time as a brake force runner based at Derby. Departure from Butterley came on April 6, it initially going to the Stoke yard of Reid Freight Services.

➔ LNER 'Beavertail' observation coach 1719, now with a SC prefix, has gone on loan to the Strathspey Railway following the completion of restoration work at Nemesis Rail. Departure from Burton came on March 24, with the saloon making its debut in passenger service two weeks later as part of the line's mixed traffic gala.

➔ The Mid-Hants Railway-based 50027 Lion has had its electric train heating generator and auxiliary generator sent away for overhaul as part of a continued programme of preventative maintenance on the locomotive. The Class 50 is currently out of service undergoing repairs to its main generator.

Llangollen Railway prepares to make a return to Corwen

VOLUNTEERS FROM the Llangollen Railway Trust are preparing for the official opening of a new station at Corwen, scheduled to take place on June 1.

This will be followed by a three-day special event from June 2-4, which will feature steam and diesel locomotives from the Llangollen fleet operating between Llangollen and Corwen – the first time that passenger services will have operated over the two-and-a-half mile section of line between Carrog and Corwen since the Llangollen Railway's temporary station at Corwen East was closed in 2018.

A gauging train, hauled by A1A Locomotive 31271 Stratford 1840-2001, was operated through to Corwen on April 18, with the tests deemed to have been successful.

Work will now concentrate on completing the remaining construction works at the new station, with crew training and familiarisation of the extended route due to take place throughout May.

For the past five years (including the periods when the railway was closed due to the coronavirus pandemic), train services on the line have terminated at Carrog while major works have been carried out to build a station at Corwen, with the new terminus now located close to the town centre.

The railway was originally extended to a temporary station at Corwen East, on the outskirts of



31271 Stratford 1840-2001 stands at Corwen station on April 18, having worked a gauging train along the line to the new terminus. The trials, ahead of an official opening of the extension and station on June 1, were deemed to have been successful. Llangollen Railway Trust

the town, in 2014, however, it was always intended that a new terminus station befitting of the railway would be constructed closer to Corwen town centre.

The new station has been built on an embankment that has had to be widened to house the island platform capable of accommodating eight-coach trains and two running lines – one serving each platform face. Thousands of tons of earth have been used to prepare the land and widen the formation, recovered from the embankment of another long-disused railway line that once

also served the town.

In addition to widening the embankment, a large gap in the embankment had to be filled with thousands of tonnes of material to enable the track at Corwen East to be connected to the track in the station area.

The new station is located alongside a large car park, and a portable building serves as a shop and information point. Waiting rooms and toilet facilities are located on the platform beneath an impressive canopy protecting visitors from the elements.

Class 91 repaint planned by Crewe Heritage Centre

VOLUNTEERS AT Crewe Heritage Centre will repaint on-loan 91120.

The locomotive is one of two Class 91s owned by spot hire company Europhoenix – the other being 91117 at Barrow Hill – and the pair were originally destined for export for use in Hungary, but the coronavirus pandemic delayed their movement overseas and the economic downturn as a result saw the requirement for the locomotives disappear.

In recent years, they have spent time stored at UK Rail Leasing's facility at Leicester and at Barrow Hill, but last year an agreement was reached for 91120 to be moved to Crewe for an initial one year loan, where the locomotive would be exhibited.

With the Europhoenix vinyl wrap carried by the locomotive having suffered from its prolonged period out of use, the decision has been taken to remove the vinyls and repaint it into the original InterCity 225 livery that would have been



Work is being carried out at Crewe Heritage Centre on Europhoenix-owned 91120 to repaint it back into InterCity 225 livery, as carried by the Class 91 fleet from when they were built by British Rail at Crewe Works. Crewe Heritage Centre / Brian Porter

carried by 91020 (as it was then numbered) from new.

During March, work was underway on stripping back the vinyl, with work on the repaint expected to progress over the coming weeks.

Crewe Heritage Centre has in

recent years expanded its collection of modern traction locomotives on display and a Class 91 has been a long-held ambition, the Class 91 fleet being the last locomotive design to be built by British Rail at Crewe Works.

GWSR launches urgent £1.5 million Stanway Viaduct Appeal

THE 15-ARCH Stanway Viaduct on the Gloucestershire Warwickshire Steam Railway is in need of significant repairs, with the supporting Gloucestershire Warwickshire Railway Trust launching a £1.5 million appeal to fund the necessary works to the structure.

The 656ft-long viaduct is located on the section of line between Toddington and Broadway and has been suffering from the effects of water penetration over many decades, which has caused deterioration of the brick-built viaduct.

The GWRT states that the appeal is necessary to prevent further damage to the structure to a point when it could no longer safely carry the loads and stresses imposed by the railway's trains, which would see the Cheltenham Racecourse to Broadway line forced to terminate at Toddington.

The gently curving viaduct – the largest structure on the GWSR – was built for double-track use in 1903 using Staffordshire blue brick and is 656 feet long with 15 arches. It is almost 50 feet high at its highest point above the valley it spans.

Subject to funding, work to refurbish the viaduct will be carried out in two phases. The first will see a new waterproof layer installed beneath the track ballast, with the cost estimated at about £300,000.

This part of the project will see the existing trackwork and ballast to removed; the bridge deck will then be cleaned before a concrete layer is installed to ensure that water flows towards catch pits. Following this, two waterproofing layers will be provided before replacement ballast



Stanway Viaduct on the Gloucestershire & Warwickshire Steam Railway is one of the line's most imposing structures but is now in need of significant repairs to safeguard its future, with the railway launching a £1.5 million appeal to fund the refurbishment of the impressive 15-arch viaduct. On July 29, 2022, the Deltic Preservation Society's 55019 *Royal Highland Fusilier* crosses the viaduct working the 15.40 Cheltenham to Broadway service. Tom McAtee

and track is laid.

Phase two will see repairs to all the brickwork for the whole viaduct. This will require skilled bricklayers and is expected to be spread over about three years. The biggest challenge of this phase is to provide safe access for the bricklayers to reach all parts of the structure, with the estimated cost estimated to be about £1.2 million.

Although the railway is hoping to

attract sufficient funding to allow the whole project to be completed, it has stated that if less than the target funding is achieved, the focus of the repairs would centre on the waterproofing of the viaduct deck, as this work will prevent further deterioration.

GWSR PLC chairman Richard Johnson said: "The necessity of securing funding to undertake the necessary

remedial work to this structure is apparent from the detail above and statements made by our civil engineering director.

"We cannot delay; the work must be undertaken as soon as possible, so please do support the appeal."

Anyone wishing to make a donation towards the Stanway Viaduct Appeal should visit <https://www.gwrt.org.uk/donate/stanway-viaduct-appeal>



From early February, Wensleydale Railway infrastructure volunteers have been renewing a section of track from Aiskew level crossing to the A1 bridge at Leeming Bar in a project that took just over six weeks to complete. The work carried out has seen old bullhead rail on wooden sleepers replaced by concrete sleepers and flat-bottom rail that was recovered from the now-closed Eggborough Power Station in 2021. During the works, on February 22, Class 14 D9523 heads just east of Aiskew, crossing, working towards Leeming Bar on a ballast train. Nigel Cockburn



Lined maroon-liveried Class 121 'Bubble Car' 55024 is regularly in service on the Chinnor & Princes Risborough Railway. The former Railtrack Sandite unit, which has been immaculately restored to passenger use, stands alongside Princess Risborough North signalbox, the driver having just handed over the single line token to the signalman, while the Class 121 works the 12.00 Chinnor to Princess Risborough service on April 13. Jeremy de Souza

IN BRIEF

➔ The contract restoration of Mk.1 BCK 21272 has been completed at the West Somerset Railway following nine months of work. Now carrying BR carmine and cream, it will remain at the line for the 2023 season before moving to the Bluebell to join the owner's other Mk.1s. From the same stable, BSK 35207 arrived at the Epping Ongar from the Bluebell at the end of March to cover for BCK 21059, which has gone to Barrow Hill for overhaul by Rampart Engineering.

➔ The Plym Valley Railway has acquired former Class 101 radio survey unit Iris II from Cambrian Transport, the two-car set arriving from the Barry Tourist Railway in mid-April. Offered for sale last September, the operational DMU consists of DMBS 53222 and DMCL 53338, which were RDB977693/94 in departmental service. Preserved in 2007, the Met-Camm was initially based at the West Somerset Railway and later refitted for passenger use, albeit not with an authentic interior.

➔ The Easter weekend saw the East Kent Railway unveil its refitted Class 365 EMU cars at Eythorne station. Now dubbed the 'Jubilee Carriages', the project has seen the interiors partially altered, with tables and loose seating installed to serve as a café. Three vehicles from the 'Network Express' EMUs survive at the line in the form of Driving Motors 65917 and 65974, and Trailer Standard 72287.

➔ A second GWR auto-trailer has arrived at the Pontypool and Blaenavon Railway. Privately-owned W167 was delivered in March from the Chinnor and Princes Risborough to join W174. The coach is due to enter service during May and is expected to remain at the Welsh line for five years.

➔ The Tarka Valley Railway named its recently acquired Class 143 Pacer on April 8. 143617, still finished in GWR green, was christened Rod Garner 1943-2020 after the former chairman and founding member of the line. The ceremony was carried out at Torrington station.

➔ Mk.2b FK 13479 departed the Strathspey following a three-year residency for a new home at the Churnet Valley Railway. The coach, previously holiday accommodation at Rogart station, spent several days on its trailer parked up at Keele services.

Success for Ecclesbourne Valley and Peak Rail joint 'Twin Peaks' diesel gala

THE DECISION by the neighbouring Ecclesbourne Valley Railway and Peak Rail to join forces and hold a joint diesel event over the weekend of April 15/16 has proved to be a winning formula – with promises of further collaboration in the future.

Both railways are located within a relatively short distance of each other in Derbyshire and their management teams decided to host a joint 'Twin Peaks' diesel event on the same weekend. A single ticket allowed entry to both locations, with a bus service linking them.

Neil Ferguson-Lee, from the EVR, told *Railways Illustrated* that the event was a great success, with healthy passenger loadings and revenues experienced by both railways. Initial feedback from visiting enthusiasts had also been generally positive.

At Peak Rail, services were hauled by Class 25 D7659, Class 44 D8 Penyghent and Class 47 D1501, with Andrew Briddon's Class 03 shunter D2128 also used on some service trains between Rowsley South and Matlock after its owner pulled out all the stops to get it back into service in time. A beer tent was also provided at Rowsley South, which proved popular.

At the EVR, main line diesel locomotives in service included Class 14 D9537 *Eric*, visiting 26007, 31601 *Devon Diesel Society*, Class 47 D1842 and 73001.

Prior to the event, the EVR was forced to amend its operational arrangements due to a landslip alongside the railway near Duffield.



ABOVE: One of the main attractions at the Ecclesbourne Valley Railway was visiting 26007, making its first trips on the EVR after arriving at the railway a few days earlier. During the winter, the Class 26 has been repainted into Railfreight triple grey livery with coal sector markings, and it is due to remain on the EVR throughout the summer. In fantastic spring sunshine on April 15, 26007 approaches Shottle with a service to Wirksworth. Tom McAtee



LEFT: A rare trip out on Peak Rail's main line for Class 03 D2128, working the 10.10 Rowsley South to Matlock service, heading through Darley Dale South on April 15, during the 'Twin Peaks' diesel event. Bill Pizer

This meant that trains were unable to serve the EVR's terminus station, but efforts were made to publicise this change to visitors in advance. Mr Ferguson-Lee said that discussions with engineers were taking place and he was hopeful that trains would be able to work through to Duffield at

some point over the next few weeks once repairs have been carried out.

He went on to add that the bus service linking the two railways was successful, but road works in and around Matlock caused some delays during the weekend. For future events, larger capacity buses would probably be used due to the popularity of the service, which operated to capacity on some trips.

He also expressed his thanks and appreciation to Peak Rail, which hosted a buffet and social event at Rowsley South on the Saturday evening for volunteers from both lines, and said that the EVR would reciprocate this gesture in the future.

It is now intended that this initial event will lead to future collaborations between the neighbouring railways for their mutual benefit, with Mr Ferguson-Lee stating: "There will always be a friendly rivalry between our two railways, but 'Twin Peaks' proved that we can work together and complement each other, rather than compete."

"There is now a great spirit of cooperation between ourselves and our friends at Peak Rail. We will do it again in the future."



Let's do the time warp again: An almost timeless scene as Waterman Railways Heritage Trust Class 25 D7659 departs Darley Dale with the 12.25 Rowsley South to Matlock service at Peak Rail on April 15, with WRHT's Class 47 D1501 alongside on the rear of a Rowsley South service being hauled by Class 44 D8 Penyghent.

Tom McAtee

Two more Mk.3 HST coaches for 125 Heritage

125 HERITAGE has added two more Mk.3 High Speed Train coaches to its fleet based at the Colne Valley Railway.

Buffet 40204 and Trailer First 41205 arrived at Castle Heddingham from storage at Ely in mid-March, having been last used on the Midland Main Line with East Midlands Railway. But 40204 is better known as a former Great Western vehicle, while 41205 was refurbished by Grand Central and was originally Mk.3a FO 11036.

Both coaches are intended for static catering and seating use at the line but will be maintained in operational condition.

They are painted in East Midlands Trains white, blue and red livery and in excellent internal condition despite having been in store for more than two years.

125 Heritage's short-formed HST set will be in service on the CVR on May 8 and 27, July 1, August 26, October 8 (as part of the CVR's autumn diesel event), October 28 and December 30.

The HST is also expected to be in use on various dates for driving experience courses, with a number of bookings confirmed for these courses, although Martin Smith, from 125 Heritage, said that there is still some availability later this year.

Find out more online by visiting <https://125heritage.co.uk>

RIGHT: Recently delivered to the Colne Valley Railway, former East Midlands Railway Mk.3 HST coaches 41205 and 40204 stand in the platform at Castle Heddingham during testing. They are intended for use as a static catering facility and seating but will be maintained in operational condition. 125 Heritage



The interior of the two coaches are in excellent condition, despite having spent more than two years in store at Ely. This is the counter area inside former First Great Western buffet coach 40204, which was last in service with East Midlands Railway. 125 Heritage



The First Class seating area inside Mk.3 HST trailer buffet 40204 following its delivery to the Colne Valley Railway as part of 125 Heritage's HST coaching stock fleet. 125 Heritage



Main spring diesel event season commences

WITH THE main spring diesel event calendar now under way, some of the biggest events of the year are due to take place in May, including the eagerly awaited Swanage Railway and Severn Valley Railway diesel events.

The four main diesel events are spread out throughout the month, with no clashes. The first weekend sees the Embsay & Bolton Abbey Railway operate a mixed traction event, which is expected to feature the recently-arrived Class 20 D8110 and 37294 working trains alongside some of the railway's operational steam locomotives.

The Swanage Railway's annual diesel event returns from April 12-14, with a preview day taking place on April 11. Working alongside resident Class 33s D6515 *Lt Jenny Lewis RN* and 33111 will be visiting traction, including sole-surviving Class 17 D8568, Class 40 D345, 45108, 47830 and, subject to completion of repairs, 50021 *Rodney*. The railway has stated that should 50021 – which has not

worked a passenger train since 1999 – be unavailable, then 50026 *Indomitable* will attend in its place.

From May 18 to 21, the Severn Valley Railway's spring diesel festival is taking place to celebrate 50 years of diesel preservation.

An extensive line-up of visiting main line diesel traction is promised at the SVR, joining the operational resident diesel fleet which will include the return of overhauled 33108, and the Diesel Traction Group's Class 17 D8568 is also expected to feature, hot on the heels of its appearance at Swanage the previous week.

Further announcements on visiting locomotives were expected as this issue of *Railways Illustrated* closed for press.

Completing the calendar for May is the Bo'ness & Kinneil Railway diesel event from May 26-28, which is expected to feature the return to service of 26038 *Tom Clift* following completion of its engine and body-work overhaul. Also expected to be in service will be 37025 *Inverness*

TMD, 37403 *Isle of Mull* and 47643. No announcement of any visiting locomotive had been made as this issue was being prepared.

June is shaping up to be a month of headline diesel events, too; more details of these will be contained in the next issue.

Heritage Diesel Traction events calendar: May and June 2023

Date	Railway	Event
May		
7/8	Embsay & Bolton Abbey Railway	Mixed traction
12-14	Swanage Railway	Diesel event
18-21	Severn Valley Railway	Diesel event
26-28	Bo'ness and Kinneil Railway	Diesel event
June		
8-10	West Somerset Railway	Diesel event
9-11	North Norfolk Railway	Mixed traction
10/11	Middleton Railway	Diesel event
10/11	Telford Steam Railway	DMU event
23-25	Keighley & Worth Valley Railway	Diesel event
29/30	East Lancashire Railway	Diesel event

What's happen

03162 – Llangollen: Now its ownership has been resolved, a start has been made on overhauling the Class 03 shunter at the Llangollen Railway.

The cab steps, air tanks and side rods have all been removed as a start towards being able to lift the locomotive and drop the wheelsets for final drive repairs and tyre turning. It is now under cover in Llangollen MPD. This is a long-term project, so it may take a while to complete as there's plenty to do on the bodywork.

03179 – Rushden: In early March, the compressor – which was removed in 2016 – was refitted and is now back

in place. With new oil on order, the team restoring the locomotive can look at getting the new upright air tanks painted and fitted into place.

A set of rods is also being prepared ready for fitting, with just one more coat of gloss required beforehand.

D2302 – Moreton-on-Lugg: February saw much activity by the group's members on three major projects. D2302's exhaust, along with the Conflat L and 03145 were all given a wash and brush up, with particular attention paid to the Class 03's radiator elements. Work continued apace on the Class 04, with all the

electrical conduit refitted inside the bonnet front below the radiator, the original equipment having just about rusted away.

With this task completed, all the bonnet front panels could be bolted into place and cleaning, filling where necessary and painting has commenced.

Work on the cleaning and painting of various areas of the chassis and running plate have also continued, as well as some preliminary work on the engine.

By the end of March, the first coat of yellow had been applied to D2302's bonnet front.

D4118 – Bronwydd Arms: The Gwili Railway has agreed the loan of D4118 (08888) from the Diesel Electric Shunters Company be extended for a further year until May 2024. The locomotive has a running date planned for September 30.

D4107 – Williton: The maintenance work on the Class 09 shunter D4107 (09019) has included repairs to electrical and mechanical items that have been on site at Williton, but a leaking oil cooler element will have to be sent to an outside contractor for repair. This element has been isolated to confirm that it is the source of an



Repainted into Railfreight triple grey livery with Coal Sector branding, pioneer Class 26 26007 is to spend the 2023 summer season on the Ecclesbourne Valley Railway in Derbyshire, with the locomotive taking star billing at the joint EVR/Peak Rail 'Twin Peaks' diesel gala over the weekend of April 16/17. The immaculate Class 26 stands at Wirksworth on April 8, two days after it was delivered to the railway. Rob Reedman

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Our monthly round-up of restoration projects around the country,

oil leak and must now be removed and sent to Applied Radiators in Stoke-on-Trent.

12088 – Alnwick: The restoration of the Class 11 has seen many positive steps in the last six months. After successfully designing and installing a vacuum brake system, attention turned to the electrical control systems and general aesthetics. After several recent failures to start, especially in cold temperatures, it was decided that the next job was to sort out the electrical system. The first task was to replace the original braided copper battery links with a solid copper earth strap. The strapping was cut to size and drilled to connect each of the 2.2v cells to give 90-96v, which ensured excellent cell connectivity and starting reliability.

In 1951, these locomotives were fitted with carbon pile automatic voltage regulators. Over the years the carbon pile rods degrade and start to fail, which results in battery charging issues and under or over charging. In 12088's case, the batteries were not charging.

As replacing or repairing the carbon pile unit was not an option, the owning group looked at a solid state regulator and found a company to supply them. After several weeks, the unit was delivered and installed. Using the adjustment via the integral potentiometer, the regulator was commissioned.

The exhaust elbow in the engine room had been leaking, so the expansion elbow was stripped, cleaned and reassembled with new packing.

All body panels and doors were removed, ready for the painting team to restore them to their former glory. Originally, ladders were fitted to both sides of the locomotive, but 12088 only had a ladder on one side and this wasn't original, so the decision was taken to fabricate new ladders to the authentic design.

The radiator vane doors have been removed for the paint team to work on them, and this also provided the opportunity to repair the vane operating mechanism. The restoration continues with an outstanding team effort to return 12088 to its former glory.

D9518 – Williton: The cardan shafts for the Class 14 are almost ready for refitting, with just the final coat of paint required before they are hoisted into position. The splined joints have been checked and re-greased, and

the universal joints have passed inspection and been filled with fresh grease, so these heavy and expensive parts are still fit for use after all these years.

D9525 – Wirksworth: The power unit was transported back from Crewe in late March after work at the Locomotive Services Group's depot. Now back at Wirksworth, work will continue to build the power unit up, before lifting it back into D9525 in early May.

D9551 – Bridgnorth: In mid-March, the exhaust stack, which is very 'tired', was delivered to Shrewsbury Stainless for a quote to be arranged for its repair. The starter motor contact box has also been sent away to ICS online for overhaul.

The fan control box has been removed, along with unbolting the other exhaust for removal. The task of cleaning and polishing the rods has also started. Another job now underway is the deep-clean of the turbo, and while it is out, it will allow for an examination of the new shroud ring.

The defective door has been repaired and painted, and a start to apply the first bit of green paint has been made, as D9551 will return to its original two-tone green paint scheme. It will sport its own number on one side and a choice of various other Class 14 numbers on the other.

After a heroic fight with the turbo mounting bracket, it was removed from the engine. Attention then turned to the removal of the fuel header tank. Various bodywork areas have been needle-gunned.

The turbocharger's joint faces have been cleaned and the exhaust ducts removed and the bolthole threads were then checked. The shotblast booth was put to good use, cleaning various exhaust ducts.

Removal of the relays has continued with refurbishment and replacement planned as required. Some more coolant pipework and vacuum pipe work was also removed and the second exhaust was then lifted out. Access to the underside of the locomotive was required to remove some bolts to remove the exhaust cradle in front of the transmission heat exchanger.

D8057 – Cheddleton: Work is to recommence soon on the Class 20, and while nothing visible has appeared for many months, work has continued in the background.



Class 14 D9553 is now based at Bridge of Dun on the Caledonian Railway, where work is underway on its revival after several years out of service. The Class 14 is viewed from the cab of Class 08 3059 on March 25. Andy Coward

Work will start on the removal of the crankshaft, which will be sent away for polishing.

The removal and refitting elements are being undertaken by contractors with specialist tooling and, more importantly, the time required to do the work. It was clear quite early on that the locomotive would need lifting off its bogies, not only to fix the cab but to also undertake the bogie overhaul. With that came an issue – there were no lifting jacks for locomotives. A set of jacks were acquired, but they needed to be fully refurbished before use. Part of the deal was the need to refurbish another set. The first set was completed and tested back in December 2022, with the second set now well on the way.

With jacks ready, lifting brackets for a Class 20 were needed, and they were collected between Christmas

and the new year. The final bit of work required is that the concrete in the shed needs to be tested; assuming all of this is in order, D8057 will be heading upwards very soon.

Other work continues with the generators being overhauled offsite, the cubicle is being overhauled component by component, most of the heads have been overhauled, the liners have been honed, and fuel pump and injectors have been overhauled. Both turbos and a spare have been overhauled, waiting for the day they can be put back on to the power unit.

There is still a lot of work left to be anywhere even close to starting up the locomotive, but all of these little steps are bringing the former 20057 closer to a return to use.

D5310 – Llangollen: The Class 26 has been withdrawn from traffic

with cylinder head coolant leaks after working hard for the last couple of years.

Work has already started on stripping the power unit for replacement of soft iron rings, head and liner seals.

The aim is for this to be complete by the summer, but it will depend on resources, and offers of financial assistance and especially manpower are welcomed. If anyone fancies a working holiday in Llangollen to help blitz getting the liners out, resealed and refitted, you will be made very welcome!

31463 – Ruddington: Work continues apace on the Type 2. On the power unit, most of the fuel pumps have been fitted; the remainder will be fitted when the engine is next barred over, as some of the fuel cams are in the 'up' position.

The connecting rods have been having a deep clean and the little end bearings pushed out.

The modified roof gutter welding has been completed and all of the roof gutters have been put on for a trial fit.

The doors for the radiator compartment have had their paint stripped and the locks have been worked on to make them work a bit more freely.

Stripping of the walls in the radiator compartment has also begun.

40118 – Shackerstone: As the owners move towards the start of 40118's power unit, they have commenced the first of the dynamic testing and running the oil system.

They have checked and charged the batteries and then set to running the oil pump. This was quite involved as it was necessary to ensure all the relevant contacts in the cubicle were

doing what they were supposed to. As a side benefit, it was possible to check and prove the driver's desk warning lights and the cubicle warning lights, as well as the air/vacuum selector switch gear.

Then the group ran the oil pump. After a complete power unit strip, they wanted to ensure that oil was flowing and getting where it should. The result was the oil pump started as soon as the locomotive was in 'engine only' and pumped to 15psi and then held at that pressure.

45133 – Swanwick: Work on the locomotive on March 29 saw various tasks completed, including finishing the exhaust system, cleaning the two extra fuel tanks and cleaning out the water header tank of debris and rust.

47292 – Cheddleton: When 47292 arrived in Staffordshire last year, it was clear that it would need some repairs to be undertaken before it could be used.

It had some issues with its coolant system, which were patched up sufficiently to enable it to be run up. However, there was only one way to fully fix the problem – and that is to remove the auxiliary room roof to enable the entire cooler group to be removed.

While this has stopped the locomotive from being used, the cubicle has received a component-by-component repair, with each contactor being removed, tested and cleaned on the bench. Having an extensive collection of Class 47 spares has come in useful.

Substantial refurbishment has been undertaken in the cabs also and while not yet complete, they should be done in time for its launch into traffic,

hopefully in time for the diesel slots in the June timetable.

1566 – Llangollen: The Class 47 should hopefully be in use later in the spring, subject to a post-winter exam. Tyre wear is starting to be a cause of concern, so the locomotive will be operated on restricted mileage for the foreseeable future while the owners assess whether it will be possible to get a partial turn out of the tyres.

D402 – Buckfastleigh: In late March, all the fuel control gear assembly was cleaned and fitted. A and B banks are made up of two long lengths of bar with shoes for the fuel pumps to sit in. They connect at the generator end with a rod and pins.

These lengths were split to make four pieces and were cleaned in white spirit and then dried. One small section was dunked in the de-rusting tank and then rubbed down with strips of wet and dry sand paper.

Once it was clear it wasn't going to get any cleaner, the halves were put back together and fitted to the engine.

The overspeed trip was set up mechanically and tested. It worked, and limited to movement of the fuel control gear.

50019 – Dereham: The pre-heater is now on *Ramillies*, with installation plans now taking place. The auxiliary generator has been found to have a fault, so the brush ring has been removed for cleaning and further attention.

D1010 – Williton: Progress on the overhaul of *Western Campaigner* has continued on multiple fronts, with refitting of the wood trim around the

side windows at A end. At the opposite end of the locomotive, volunteers have worked under the floor at B end, removing the life-expired conduits and cabling, preparing for new wiring where necessary.

The team is also busy assessing the radiator elements, while the transmission overhaul team made further progress with the fully separated component parts of the B transmission.

55008 – Barrow Hill: After completing pipework jobs last week inside the cab of *The Green Howards*, short sections of pipework were made to run from the nose end to the horns. Both pieces were made up and fitted with just painting to do.

Inside on the display engine section, the Perspex cover was removed and the grey areas were repainted to touch up those areas that had previously worn away, chipped off, or that had faded.

D9015 – Barrow Hill: After a short break, work returned to preparing the bodysides of *Tulyar* for painting, with attention being paid to particular areas that needed a bit more work. Most of the preparation is now complete and awaiting for the locomotive to be wheeled and the engines lowered in before painting can be done.

After a delivery of new lagging for the silencers and collector drums, a start was made on fitting the pieces to one of the silencers. The metal bands that wrap around the silencer with the mounting brackets on needed some attention to straighten out, repair and replace fastenings, both of which were sorted and fitted to the silencer. **RJ**



Work is progressing in the background towards the restoration of Class 20 D8057 on the North Staffordshire Railway at Cheddleton. It is expected that the locomotive will be lifted in the near future. The long-stored Class 20 stands at Cheddleton on June 25, 2022. Bill Pizer

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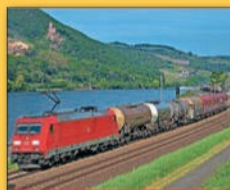


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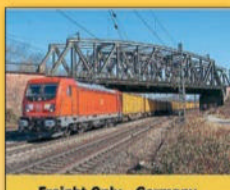
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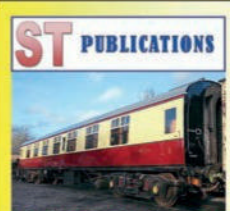


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If only all charters could be like this...



Pip Dunn
News Writer

MAIN: The Scottish Railway Preservation Society's 37403 *Isle of Mull* stands at Kyle of Lochalsh on April 1, during the GB Railfreight three-day charter that Pip Dunn travelled on. The charter was organised by GBRf, with the Branch Line Society acting as the booking agent, and proceeds from the tour are to be donated the GBRf's charity partner, the Alzheimer's Society.

Kieran Fallows

What was that old advertising slogan...? Carlsberg don't do <insert name of activity>, but if it did, they'd be like this.... followed by your dream scenario! Admittedly, I always thought it was a bit of a contradiction in terms – as in my eyes, Carlsberg was utterly awful to drink! But if Carlsberg *did* do charter trains, then I think I recently found out what one would be like!

In early March, I was told about one of the most unusual charter trains in a long time. With the forthcoming Royal Scotsman season looming, GB Railfreight needed to refresh existing staff and train new staff members on the various tasks associated with passenger train operation, which could also be necessary for when it runs other charter trains in general. These included tasks such as using ground-frames, dispatching passenger trains from platforms, shunting, coupling and uncoupling, and various other jobs.

To do this, GBRf hired five coaches and 37403 *Isle of Mull* from the Scottish Railway Preservation Society for a three-day trip. Day one was a one-way trip from Linlithgow to Inverness, day two a return from Inverness to Kyle of Lochalsh, and the third day taking the train back to Falkirk.

Having hired the train, the management hit on an idea. Training staff to operate trains in real-life situations is better if they are, well, err, real life! So why not open up the train to passengers? And so, a bargain fare of £129 – First Class – for the three days was advertised. There was only a couple of weeks' notice, so people juggled their diaries, arranged leave and whatever else, not to mention book accommodation in the Highlands capital.

This, to me, was not to be missed and I worked out that if I planned ahead, pulled my finger out and got the work I was due to submit done in good time, I could justify three days away from my desk. I went for it. I got a group of four together, and booked the tickets... and boy, I'm glad I did. As the days loomed towards the time, not only was I suspiciously 'over excited' at the prospect of this trip, it also got me thinking. When was the last time a single Class 37/4 worked a charter train to Kyle?

Well, if you discount the Royal Scotsman, I reckon – and, of course, I'm open to

correction here – it was on September 9, 1995, ironically with the then green 37403. All EWS charters at this time were run using pairs of 37s, so single locomotives on them were rare. But the last time a single 37/4 went on a short rake would *probably* have been on November 28, 1994, when 37428 arrived on the 18.38 Inverness to Kyle of Lochalsh, in place of a DMU, and went back the following morning at 07.10. So, not too far off 30 years ago!

And that was one of the attractions for this train, doing something many of us did many times 'back in the day' and probably took for granted, never believing it would ever come to an end, but simply hadn't happened since those days had ended.

Nostalgia sells, and while we can enjoy big Type 4/5s on main line charters these days, the smaller stuff using Type 1-3s, certainly operating solo, on small rakes is rarely, if ever, cost-effective to run.

The bookings and publicity were handled by the ever-efficient Branch Line Society and all monies raised went to GBRf's nominated charity for 2023; the train generated about £7000 for the Alzheimer's Society from ticket sales, raffles and other donations.

Will it happen again? Well, let's just say there were lots of requests for a repeat next year, possibly with some different routes covered. And it's worth mentioning that the behaviour of the passengers was impeccable and the BLS stewards did an amazing job. Everything was well-managed, and there





were ample photo stops when the train sat for periods on the single lines north of Perth.

37403 performed superbly, as well – it didn't miss a beat and was a joy to travel behind. It's worth mentioning that on the preceding Sunday, the same locomotive made it to Inverness on a SRPS charter with West Coast Railway's 37676 *Loch Rannoch*. When the latter derailed in the yard, after some shunting of the stock, 37403 was able to bring 10 coaches back on its own along the Highland Main Line, and did so impressively, if reports from those on board and the YouTube videos of it tackling the climb to Slochd are anything to go by. It is a very strong locomotive indeed and a credit to the SRPS.

Pathfinder takes a Deltic back to Cleethorpes...

Following a successful test run in late March, 55009 *Alycidon* is now welcomed back into the fold for traction for charter trains, and after the announcement in last month's

column that the locomotive is to be used on May 13 by UK Railtours, Pathfinder Tours has advertised its first main line outing with the recently reactivated Deltic.

On July 29, it will work the 'Capital Deltic Reprise', with 55009 working the majority of an intensive day featuring many classic main line routes associated with Class 55s, not to mention some secondary routes worked by the Deltics in their twilight years – and some rarely visited by the class in their BR days.

Starting at Willington, the WCR-operated train will head north to Sheffield and Doncaster and then undertake a circular trip around Pontefract, Gascoigne Wood and Selby back to Doncaster (for a second pick-up). It will then take the classic East Coast Main Line south to Peterborough and from there, *Alycidon* takes a common diversionary route for Class 55s via Ely and Cambridge to Hitchin, before returning to the ECML for the final few miles into King's Cross for a 2½-hour break.

After, 55009 will work back north as far as Newark, leaving the ECML and heading to Cleethorpes – a semi-regular route for Class 55s from 1978 to 1981 – via Lincoln and Barnetby. After a short break, the rear assisting locomotive, a WCR Class 47 or 57, will haul the train to Ulceby to allow it to reverse, for 55009 to then head back to Willington via Doncaster and Sheffield.

This train was selling very well as *Railways Illustrated* closed for press and could well sell out, so don't hang about if you want to join a day out with 55009.

...and Cromptons back to South Wales...

Pathfinder is taking a pair of West Coast Railway's Class 33s to South Wales on August 6 to some routes they once worked back in the BR days and others they rarely ventured over.

The 'Pembroke Coast Express' starts from Salisbury and heads to the Bristol suburbs and then through the Severn Tunnel into Wales and Carmarthen, where the train reverses and a WCR locomotive – most likely a Class 47, but conceivably a 57 – will run to Tenby (a drop-off point) and then on to Pembroke Dock.

The train returns and avoids Carmarthen station, allowing the 33s to work throughout back to Salisbury. A slightly different route to navigate Swansea will be included in the train's specification.

ABOVE: On March 25, DB Cargo's 'Steel on Steel' liveried 60062 *Sonia* hauls Pathfinder Railtours 1230 Bristol Temple Meads to Crewe 'The Marsh Magician', powering up the Lickey Incline at Vigo Bridge after picking up passengers at Bromsgrove. Matthew Plumpton

Modern Traction Tour Diary

Date	Route	Promoter	Operator	Traction
May				
6	Cardiff-Carlisle	SR	LSG	47x2
8	Burton-Windsor	PF	DBC	67x2
10	Chesterfield-Blaenau Ffestiniog	SR	LSG	47x2
11	Eastleigh-Swanage	BLS	GBRf	33012
12	St Albans-Llandudno	MP	LSG	HST
13	King's Cross-Scarborough	UKR	WCR	55009
14	Swanage Eastleigh	BLS	GBRf	33012
20	Whitchurch-Weymouth	SR	LG	47x2
20	Bath Spa-Llandrindod	PF	DBC	37x2
20	Finsbury Park-Barrow Hill	UKR	DBC	66, 69
24	Morpeth-Fort William	MP	LSG	HST
27	Ayr-Scarborough	SR	LSG	47x2
27	Huddersfield-Paignton	RR	RAV	50008
27	Stevenage-Norwich	UKR	GBRf	66x2
29	Burton-Kingswear	PF	WCR	33x2
31	Newport-Scarborough	SR	LSG	47x2
June				
1	Berwick-on-Tweed-Llandudno	MP	LSG	HST
3	Peterborough-Weymouth	SR	LSG	47x2
3	Birmingham New Street-Carlisle	VT	VT	37, 47
7	Hull-Blaenau Ffestiniog	SR	LSG	47x2
10	Burton-Weymouth	PF	WCR	40145
10	Gerrards Cross-Carlisle	MP	LSG	HST
11	Tonbridge-tba	BLS	GBRf	66, 73
14	Lancaster-Fort William	MP	LSG	HST
17	Ely-Durham	SR	LSG	47x2
17	Waterloo-Exeter	UKR	GBRf	73/9x2
21	Chester-Paignton	MP	LSG	HST
24	Solihull-Penzance	SR	LSG	47x2
24	Tame Bridge Parkway-Penzance	PF	GBRf	69x2
28	Gloucester-Scarborough	SR	LSG	47x2



While Class 33s regularly worked to Milford Haven and Fishguard Harbour between 1982 and 1986, their visits to Pembroke were exceptionally rare, though on October 19, 1985, 33018 arrived on the 07.45 from Cardiff to Pembroke Dock – a train that normally went to Milford Haven, but was diverted due to engineering. It returned on the 13.10 Pembroke Dock to Swansea, while on December 7, 1985, 33053 was reported as working the 09.26 Pembroke Dock to Swansea, presumably having arrived on the 07.12 from Swansea, either hauling or replacing a DMU.

More from UKR

UK Railtours has added two more interesting train to its programme. With the industrial action called off on the railways now, they should run as planned.

The first train of note is on June 17, the 'Magic Carpet', which is just the type of train UKR's founder, the late John Farrow, would have been proud off and enjoyed to the full.

Hauled by two GBRf Class 73/9s, the train starts at Waterloo and heads first to Axminster, well-known for its carpet-manufacturing, hence the tour's name. After setting down passengers here, it continues to Exeter.

The 'Well Dressed Queen and the Buxton Brush' is set for July 8, a WCR operation using two of its Class 47s. The train's main destination of Buxton is for its annual well dressing festivities, but if that is not your thing, then track-bashers will be pleased to know it will continue along the freight line south of the town to Hindlow.

UKR hopes to pass the Network Rail boundary on the Hindlow branch, but the negotiations currently underway to achieve this will not be concluded for some time yet

and it cannot be guaranteed, so booking is on the assumption that the train will reverse at the NR boundary.

Future dates for the diary are July 1, which will see a pair of Class 73/1s – top-and-tailing with one of GBRf's – hopefully – 65mph Class 66s (66793-796) on a tour of various lines around London, while July 22 is earmarked for a south coast branches tour using preserved main line-registered Class 33 D6515 *Lt Jenny Lewis RN* and a GBRf Class 73.

Swanage gala tours

D6515 will earlier feature on two charters in conjunction with the Swanage Railway's diesel gala, both trains being promoted by the Branch Line Society and operated by GBRf, using the Class 33 hauling the London Underground's Class 438 4-TC unit.

The first train is set for Thursday, May 11 and starts at Eastleigh at 11.12 and runs via Fareham, Haslemere, Guildford, Wokingham, Reading, Basingstoke, Eastleigh, Bournemouth and Wareham before venturing onto the SR and terminating at Swanage at 18.41.

The return trip is set for Sunday, May 14, and this time features the Class 33 top-and-tailing with two GBRf Class 73/1s. It leaves Swanage circa 15.30 and runs via Wareham, Southampton Central, Redbridge, Laverstock Curve, Basingstoke and Wimbledon to Waterloo, where it reverses.

It then continues via Working, Basingstoke, the Laverstock Curve, Romsey and Southampton Central and arrives at Eastleigh at 22.40.

Both trips are priced at £65.15 for Standard Class and will be raising money for the Alzheimer's charity.

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IC	Inter City Tours	0800 038 5364	https://inter-city.co.uk
MP	Midland Pullman	0800 038 5360	https://midlandpullman.com
PF	Pathfinder Tours	01453 835414	www.pathfindertours.co.uk
RR	Retro Railtours	0161 3309055	www.retrorailtours.co.uk
SRPS	Scottish Railway Preservation Society	01698 263814	www.srps.org.uk
SR	Statesman Rail	0845 310 2458	www.statesmanrail.com
UKR	UK Railtours	01438 715050	www.ukrailtours.com
VT	Vintage Trains	0121 708 4960	www.vintagetrains.co.uk
WCR	West Coast Railways	0844 850 4685	www.westcoastrailways.co.uk

Operators/Stock Providers			
DBC	DB Cargo	RAV	SLC Operations
GBRf	GB Railfreight	VT	Rail Adventure
LSG	Locomotive Services Group	WCR	West Coast Railways

GBRf charity trains

GBRf is looking at running two one-way charity trains on Sundays in the summer, using the stock used for staff trains the day before. The first is set for June 11 and will use two Class 73s and a Class 66 or 69 for a trip from Tonbridge to the Midlands.

July 30 is set for an Ipswich to East Midland Parkway with two Class 50s running via the Great Eastern Main Line, ECML and Stamford. This train may end at Willington, but this may not be practical as the station has no Sunday service, so the current plan is it will end at 'EMP'.

In a change to previous such trains, these will not be turn up and pay trips, but bookings instead will be handled by the Branch Line Society. More information will be made available soon. **RI**

Hastings Diesels Ltd's preserved main line-registered Class 201 'Hastings' gauge diesel-electric multiple unit 1001 stands at Bristol Temple Meads on March 25, after working the 06.53 charter from Hastings.
Chris Hopkins



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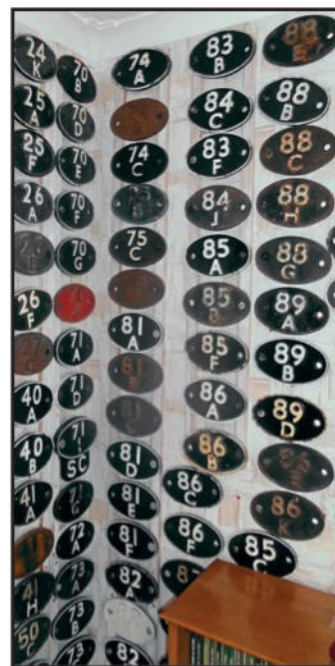
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I want it that way!

Is it time to think before posts are made criticising railways' efforts?

When writing The Social Side, usually I have to look around for various comments posted online before taking a deep dive into their merit. With the gala season getting underway, there is no need to do such a thing – because we know what will be being said.

Our heritage railways are getting increasingly internet-savvy. While there remains a reliance on magazines for exposure, social media is of increasing importance when reaching the enthusiast audience.

Getting the 'gen' out to potential customers is vital in this era. The diesel market, whether we like to believe it or not, is often more fickle than their steam counterparts. People

will travel for their favourite locomotive or type. They are likely to travel if something is required for haulage (never underestimate the value of the 'red pen') and, likewise, if there is something they are adverse to, then they will avoid the running day or event.

This is why it is important that railways move away from the idea of stating that the locomotive in use is a 'diesel' and advertise what the exact traction is – subject to availability. Not only could that save them unnecessary complaints, but it also ensures there is no ill-feeling towards the line from followers of that particular class of locomotive. I'm aware of this happening at certain lines and it takes time to build that confidence back

up, and railways can ill afford that in these uncertain financial times.

Online complaints are particularly prevalent around galas. Naturally, people want to see their favourite traction running, or they want visiting locomotives to attend. However, when things are not to their taste, then you start to see complaints. But is this fair?

Not all railways can provide everything people want. There are limitations, and this is absolutely the case for heritage lines around the country over the past 12 months and is something that could continue for some time to come.

Take the Severn Valley Railway. One of the most established and well-known lines,





it has not been without its challenges, as you can read elsewhere in this issue of *Railways Illustrated*. The railway has been forced to cut its cloth accordingly and deal with the realities of the financial world caused by issues completely outside its control.

Access to coal is harder due to the Russian invasion of Ukraine. Less coal means fewer chances to operate steam locomotives. Steam is what attracts families and day-trippers to a railway, usually; it's the financial bread and butter to most heritage lines like the SVR. Losing that impacts what else can be done.

The upcoming diesel event in May is a case in point. There is a superb array of traction in use, including several main line visiting locomotives. This is because of the finances involved in moving traction from other heritage lines. There are locomotives that the SVR would love to invite but simply cannot afford to do so.

I visited Kidderminster on March 25 to learn about the preparations for the event and got an insight into how galas are planned. It's an eye-opener, and for a railway like the SVR it puts into context the complaints seen

online about such events. The planned line-up features – it's hoped, anyway – something for everyone. Be it those who want their English Electric, Sulzer or diesel-hydraulic fix, or who wish to travel behind something that hasn't worked before, or who want to travel on as much as possible, there should be something for all tastes.

But the effort that goes into the ability to operate seven trains at any one time on the SVR, with 20 locomotives in use through the day, is nothing short of Herculean. That is 20 drivers and 20 secondmen. Then you'll need to add guards, station staff, signallers, those involved in catering and working to keep the locomotives operational, plus a host of other roles. Then there are the shunters and those who have planned the event.

Even before that, there is the need to learn the traction. With the Office of Rail and Road taking an even bigger interest in the operation of heritage railways, everything must be correct. Announcing that a Class 58 will be operating may be a headline-grabber – and indeed, it may be that those at the SVR are looking forward to its attendance, but a lot of work has already been done to ensure it can operate.

First off, just because there are SVR drivers who have driven them before doesn't mean they can just drive 58023 when it arrives. The most recent use of a Class 58 in Britain was in 2002, so they must learn about the locomotive again. So far, the 58 has only been used in and around UK Rail Leasing's Leicester depot – and now it will be expected to perform faultlessly across four days of an intensive SVR gala.

If it fails, or becomes unavailable at any point for any reason, there will be unwelcome comments posted online. SVR crews have already visited the locomotive to start refresher courses, while there have been discussions with not only its owner but also the team who have restored it. Furthermore, 58023 will arrive at the railway early so volunteers can test it.

And it's key to remember that these are not paid staff doing this work – they are volunteers. They have jobs, families, and other key commitments, yet they are determined to ensure that thousands of people can enjoy something that has not been seen in this country since 2002.

As if that's not difficult enough for the hardy team of volunteers, they also need to arrange refresher trips for a Class 57/3 before that arrives at the SVR ahead of the event. Unlike the 58, the Direct Rail Services locomotive is needed on the main line and so there is not the opportunity to use the SVR for this.

Even the Crewe Diesel Preservation Group's 47712 *Lady Diana Spencer* and push-pull rake of stock will require refresher courses – and this is not due to arrive on the railway until the Monday before the event. All this needs to be planned and taken into context.

Other railways will be having similar conversations and planning quandaries, perhaps not on the same scale, but relative to their own operations. All rely on the goodwill of resident owning groups, other organisations for the loan of their traction, any possible visitors, and – of course – volunteers to ensure that

we all get to enjoy what is hoped will be a fault-free and enjoyable event.

What is not needed are those critics lambasting that the wrong locomotive is out, or that one locomotive is doing too much or not enough. There are likely to be valid reasons behind this, so please consider this before taking to the comments section.

It's not just heritage lines...

Following a similar theme, I have seen criticism of certain main line charters that I feel needs challenging.

In recent years, a number of fleets have been withdrawn by operators and which have been marked with farewell tours. Before this issue of *Railways Illustrated* appears in print, Southern's Class 313s and Greater Anglia's Class 321s will have operated such charters. Both of these were arranged to run on April 29.

Firstly, the clash – while disappointing – was unavoidable. These are charity trains being operated using the goodwill of the operators' staff. Planning of the trains has taken weeks and months, during a time when there has been much-publicised industrial unrest on the railway.

On Greater Anglia, there has been several weekends when the Great Eastern Main Line has been closed. There is also a need to ensure that staff are available to run these trains and that the trains themselves are not needed, as both fleets, although being run-down ahead of the planned withdrawal by the end of the current timetable, are still required to run services daily.

In Greater Anglia's case, it could have been understandable had it not marked the end of the 321s at all – and indeed the end of its legacy fleet. It marked the end of the Class 317s by advertising the final day, and this resulted in some anti-social behaviour on board timetabled trains. Footage of this behaviour went viral online, and yet Greater Anglia still wanted to mark the end of the 321s with a charity train.

It's therefore rather unfair to have seen criticism of the final route for the trains. It was even weirder that this happened on Facebook before the charter had even been published.

Greater Anglia did not have to run this train, yet it has decided to do so, with the money going to good causes. It is taking the charter where it can using the resources available, so rather than go online and criticise, it would be better to either support the event or just stay quiet.

Staff at these operators who are also enthusiasts are often present online. Too many unrealistically negative comments could diminish their willingness to get involved in such trains being run for our benefit.

With people increasingly stating that the railway is becoming stale and uninteresting for enthusiasts, we cannot afford for that to happen! **RI**

MAIN: The appearance of preserved 58023 at the Severn Valley Railway at its May Spring Diesel Festival is expected to be extremely popular, with it now being 21 years since a Class 58 hauled a train in the UK. However, use of the locomotive on the SVR means that much behind-the-scenes work has had to be done to re-familiarise crews with it before use. On March 30, 2021, 58023 stands at its home base at UK Rail Leasing's Leicester depot.

Rob Reedman



Do you have a subject for The Social Side?

■ Have you seen a post on social media that you think is worthy of dissection or further discussion in The Social Side?

Here at *Railways Illustrated*, we are always keen to look into claims made on posts – or at the posts themselves. If you see something you think would be perfect for inclusion on this page, please email rieditor@mortons.co.uk



The sun shines on the righteous. Beneath a stormy North Yorkshire sky, GB Railfreight's 60076 *Dunbar* heads over Ribbleshead Viaduct on the Settle & Carlisle line on March 24, working 6F69 from Ribbleshead Quarry to Tuebrook, with the sun breaking through the clouds to highlight the locomotive as it passes below. Chris Gee



A side-on profile of the Scottish Railway Preservation Society's 37403 *Isle of Mull*, which is on the rear of a Derby-to-Whitby charter headed by Hanson & Hall Rail Solutions 50008 *Thunderer*, heading up Dronfield Bank on March 18. Robert Falconer



Making its way along the attractive Cumbrian Coast Line, Colas Rail Freight's 56113 leads 56078 through Parton station working 6Z87 from the Port of Workington to Drigg on March 27, running an hour earlier than scheduled. Ian Edmondson



Locomotive Services Group's 86101 *Sir William A Stanier FRS* arrives at Crewe, working 1Z63, the returning 17.39 Carlisle-to-London Euston Steam Dreams 'Settle & Carlisle' charter on March 25. The charter also saw LSG's LMS Royal Scot Class steam locomotive 46100 *Royal Scot* work the northern portion of the tour. Tom McAtee



DB Cargo's 'Steel on Steel'-liveried 60062 *Sonia* leads Pathfinder Tours 'The Marsh Magician' charter into Liverpool Docks on March 25, with GB Railfreight's 60076 on the rear. This portion of the tour was 1Z32, the 13.50 Knowsley Freight Terminal to Tuebrook Sidings, arriving at Liverpool Docks. Tom McAtee.



Colas Rail-operated 43272 powers a Network Rail test train through Oram, with 43274 on the rear, working 1Q83 from Blackpool North to Derby on March 24. John Hales

D821: Preservation pioneer

This year sees the diesel preservation movement celebrate the 50th anniversary of Class 42 diesel hydraulic D821 *Greyhound* being bought from British Rail, making the Warship the first ex-British Railways main line diesel locomotive to be secured for preservation. Diesel Traction Group chairman **Tom Sawyer** looks back over some of the highlights of the last half-century for the pioneering D821.

The end of D821 *Greyhound*'s British Rail career came on December 3, 1972, when it worked its last revenue-earning service in charge of 6Z10, the 15.30 Bristol to Plymouth additional Christmas parcels train. The locomotive was withdrawn the following day, alongside D810 *Cockade*, D812 *The Royal Navy Reserve 1859-1959* and D824 *Highflyer*. But unlike the other three Class 42s, D821 was to survive the threat of scrapping.

The magnificent seven

D821 was purchased for preservation in early 1973 by Colin Massingham under the name of Modern Traction Kits, who had sought financial assistance from his father, Brian, along with Chris Reid and his father William, Norman Cousens, and Richard (Dick) Turpin, who became the first six shareholders. Edward 'Terry' Soton paid the locomotive's movement costs, and all of them were regular customers to Colin Massingham's model shop in Slough.

These seven diesel preservation pioneers showed real vision at a time when the main focus in preservation centred on saving steam locomotives from Barry scrapyard. D821 wasn't actually Colin's first choice for preservation, as the locomotive he originally wanted to preserve was North British Class 22 D6319, but this was lost to the scrap man before it could be saved.

Following its purchase, D821 travelled light engine from Laira depot to Didcot Railway Centre on May 24, 1973. Colin and Chris planned to travel with the locomotive from Plymouth, but due to delays with their train on the way, they had to alight at Newton Abbot, arranging for D821 to be stopped at there to allow them to board. They then both travelled in the rear cab to Didcot, its first home in preservation, courtesy of the Great Western Society.

Following its arrival at Didcot, Chris Hatton and Richard Williams attempted to start the locomotive but needed to make a phone call to Old Oak Common for assistance. D821 went on display for the first time at the Didcot Railway Centre open weekend on May 27/28, 1973.

Sadly, things didn't work out at Didcot and on February 9, 1974, D821 moved to the then disused sidings at Reading Gas Works. The locomotive was in operational condition, so the work undertaken centred on repainting it from its BR blue livery into maroon with small yellow panels. Nick Bailey, Stan Leland, Chris Guntripp and Dave Hird were joined by John Howie, who brokered a deal for fellow friends Clive Burrows, Bob Tiller, John Reid, Julian Walker and Peter Waghorn, from the D&EG (Diesel and Electric Group, as it was then called), to assist with the repaint.

Back to its birthplace

The lack of facilities and the desire of Southern Gas to vacate the site meant that another home needed to be sought. Therefore, in February 1977, both D821 and D7029 were towed to Reading depot by a Class 08 for onward movement to a new base at Swindon Works, occurring on February 21 and hauled by 31259.

By 1977, Colin was taking more of a back seat within the group. After the purchase of Hymek D7029 in 1975, a meeting was held in the Roman Rooms of The Bell public house, just across the road from Maidenhead station, on March 19, 1977, where the decision was taken to rename the group as the Diesel Traction Group.

Once at Swindon and based around the turntable in the company of D818 *Glory*, a number of engineering tasks were undertaken on D821, including repairs to the battery boxes and the cab front valances. The repaint



that had started at Reading was completed in time for the locomotive to be publicly displayed for a second time when the works held an open day on May 19, 1979. Also on display at the event were D818, D7029, D1015 *Western Champion* and D1041 *Western Prince*.

By the time D821 was due to leave Swindon, four years of standing around the turntable had resulted in a significant amount of body filler cracking, allowing water to penetrate behind the filler, causing a number of large chunks falling out. A further repaint of D821 began at the beginning of 1981, with the locomotive gaining a fresh application of BR maroon with small yellow warning panels.

The weekend of January 17/18, 1981, was the last time that D818 and D821 were together in Swindon Works' famous 'A' shop, with D818 being broken up for scrap shortly afterwards, although it donated many components towards the ongoing preservation of D821 and the only other surviving Class 42 Warship, D832 *Onslaught*.

The NYMR years

With the repaint on D821 complete and the overhaul of Hymek D7029 also completed, the group now had two operational locomotives, and a new home was sought for the pair on a preserved railway where they would get the opportunity to stretch their legs.

A number of railways were approached about the possibility of providing a new home for both D821 and D7029, but initially without much success; for many railways at that

MAIN: BR blue beauty: D821 has come full circle for its 50th anniversary in preservation, being returned to BR blue with full yellow ends – the same livery style (albeit in much superior condition) it carried when first preserved back in 1973. On March 25, D821 is posed at Kidderminster on the Severn Valley Railway to allow for the *Railways Illustrated* cover photograph to be taken. The locomotive will take a starring role in the SVR's Spring Diesel Festival on May 18-21. Keith Bullock



time, preserved diesel locomotives didn't feature in their plans.

Fortunately, the North Yorkshire Moors Railway bucked the trend, as it was looking for operational diesel locomotives to assist with its services. With an agreement reached, the two diesel-hydraulics departed Swindon Works behind 31158 for Grosmont on April 16, 1981. They arrived at their new home the following morning and within hours, D821 undertook its first run in preservation under its own power, consisting of a light engine run from Grosmont to Goathland and back. The next day both D821 and D7029 worked a test and gauging run with the NYMR's Directors Saloon sandwiched between them from Grosmont to Pickering and return.

D821's first passenger working in preservation occurred just three days later on April

21, 1981, when the Warship was charged with working the 12.00 Grosmont to Pickering service towing a two-car diesel multiple unit.

Other notable workings during 1981 included the F&W Railtours 'Yorkshire Greyhound' tour on October 10, which had departed from Plymouth the previous day bound for Whitby, allowing those on board the opportunity to alight at Grosmont and make two return trips over the NYMR to Pickering, with D821 working towards Pickering and D7029 returning the train to Grosmont each time. Three weeks later, on October 31, the NYMR held its first diesel day, which included D821 and D7029 working services between Grosmont and Pickering.

D821 disgraced itself on June 1, 1982, by failing on the climb towards Newtondale Halt when a transmission overheated. However,

once repaired and with some NYMR drivers now trained on the Warship, D821 proved its reliability, working 43 days between July 7 and September 8. Included in these was the 17.20 Pickering to Grosmont service on July 10, which comprised a load of 10 BR Mk.1 coaches, which was also piloted by D7029 between Levisham and Goathland.

D821 also featured in the NYMR's second diesel day alongside D7029 on October 30, 1982, and following its last day in service the following day, it had accumulated a total of 7157 miles during 1982.

After a couple of appearances at NYMR diesel days during 1983, which also included D7029 and recently preserved Class 17 D8568, another repaint of D821 took place between January and April 1984, with all three Diesel Traction Group locomotives in

1: Still in very battered condition, having only arrived a few days earlier, a newly preserved D821 attracts interest from visitors at an open weekend at Didcot Railway Centre on May 27/28, 1973. D821 was the first former BR main line diesel locomotive to be bought for preservation. Chris Hatton

2: After a relatively short time at Didcot, the next home for D821 was on sidings at Reading Gas Works. In the spring of 1974, work is underway by volunteers in preparing the bodywork of the Class 42, prior to a repaint into BR maroon livery with small yellow warning panels. Despite its rather rundown appearance at the time, the Warship was operational. Chris Hatton



1: In February 1977, D821 *Greyhound* and Hymek D7029 were moved from Reading Gas Works to Swindon Works, where they remained for just over four years. On October 5, 1980, work is underway on another repaint of D821 into BR maroon with small yellow ends, as the paintwork applied just over six years earlier had deteriorated during its time at Swindon. D7029 is alongside.



2: Now based on the North Yorkshire Moors Railway, by 1989 the locomotive was due to be repainted again, but the opportunity was taken by the Diesel Traction Group to repaint it into a variation of the DB livery carried by the similar V200 Class locomotive in use in Germany. The cab fronts were repainted, with the solebar also painted into dark grey, offset with a thin white stripe. The locomotive was renumbered V200 021 and the *Greyhound* name was also replaced with the German variation, *Windhund*.

Gordon Edgar

action on a diesel day on April 28, 1984. Less than a month later, on May 26, D821 failed at Newtondale while hauling an NYMR due to a transmission fault and it would be almost two years before the Warship returned to service following repairs on April 26, 1986. At the end of the year, the B-end Maybach MD650 engine was removed from the locomotive for an overhaul to be carried out.

In May 1989, the locomotive's cab ends were repainted into Deutsche Bahn red and dark grey, along with a dark grey solebar that was offset with a thin white stripe, which recreated the livery carried by the German V200 Class locomotives, being numbered V200 021. The Warship was due to be repainted again, and the main maroon paintwork on the bodysides was rather work-worn, so the pseudo livery variation created a comparison to the similar German locomotives.

During 1990, the A-end engine had some repairs carried out and the locomotive itself also underwent bodywork repairs ahead of a repaint into BR blue livery with small yellow warning panels.

April 27, 1991 was D821's last day in service, at an NYMR diesel day, before a series of planned summer open day appearances, ahead of a move to a new home.

On August 2, 1991, D821 departed Gros-mont behind pioneer Class 47 47401 *Star of the East* for an appearance at the Gloucester Open Day two days later, bringing down the curtain on 10 very enjoyable years on the NYMR.

On August 10, D821 was hauled to Old Oak Common in preparation for an appearance at the upcoming depot open weekend on August 17/18. This particularly busy month for open day appearances ended on August 26 at a public open day event at Colchester, which saw a Warship in unfamiliar Eastern Region territory.

The final open day attended by D821 in the summer of 1991 was at Laira depot in Plymouth on September 15. While the locomotive was at Laira, the opportunity was taken to get the tyres turned on the wheel lathe, before it departed for the Severn Valley Railway.

A new base

Having arrived at the SVR from Laira, D821 made its first working appearance on the railway during an Autumn Diesel Gala on October 19, which included a double-headed trip with D1013 *Western Ranger* between Bridgnorth and Highley.

However, D821 suffered frost damage during the winter and spent 1992 out of service while repairs to the heat exchangers and the B-end engine and cooler group were carried out. The locomotive returned to service in 1993, working during the Spring Diesel Weekend between May 7 and 9. A couple of weeks later, on May 22, *Greyhound* hauled a special return train from Kidderminster to Bridgnorth, conveying friends and colleagues from Germany, who enjoyed a day out travelling behind a British diesel-hydraulic locomotive.

On September 5, 1993, D821 attended the Worksop Open Day. It was then due to attend the East Lancashire Railway's forthcoming diesel weekend on October 1-3, but it ended up being towed to Middlesborough's Tyne Yard. After the mix-up was sorted, the locomotive was tripped to Tees Yard for transfer by road to Bury. During the ELR event, a preservation first occurred when D821 and D832 worked together.

Having spent the winter at Bury, *Greyhound* was towed to Old Oak Common on March 17, 1994, before its last day on display in BR blue with yellow panels (emulating the livery carried by D831) at Old Oak Common's open day on March 19. As soon

RIGHT: The East Lancashire Railway's autumn diesel weekend in October 1993 was the first time that both surviving Class 42 Warships were reunited and they worked several double-headed trains along the Bury to Rawtenstall line. On October 3, unauthentic BR black liveried D832 *Onslaught* (carrying the name *Outrageous*) leads BR blue D821 towards Nuttall Tunnel, working a Rawtenstall to Bury service. Neil Harvey





Preserved double-headed workings by D821 *Greyhound* and D832 *Onslaught*

There are only two surviving Western Region Class 42 diesel-hydraulic locomotives in preservation – D821, owned by the Diesel Traction Group, and D832, owned by the Bury Hydraulic Group on the East Lancashire Railway. The two locomotives have operated together on a number of times in preservation, as detailed below:

- September 30, 1993:** Run on the East Lancashire Railway from Bury to Ramsbottom and return to test multiple working jumpers. It was found they would only work at one end, but the fault was subsequently rectified.
- October 1-3, 1993:** East Lancashire Railway diesel event. First double-heading of Class 42 Warships in passenger service in preservation.
- May 16-18, 1997:** West Somerset Railway diesel event
- July 4-12, 1998:** East Lancashire Railway diesel week: D821 carrying the identity of D808 *Centaur* / D810 *Cockade*
- October 15-17, 1999:** Severn Valley Railway diesel event
- June 11-13, 2010:** West Somerset Railway diesel event
- June 6-8, 2014:** West Somerset Railway diesel event
- May 17-19, 2018:** Severn Valley Railway diesel event

as the event was over, the locomotive's sixth repaint in preservation began. This was to transform it back to BR green with small yellow warning panels and was completed in record time inside Old Oak's 'Factory'.

It was then hauled to Exeter on April 30 for display the next day during the Exeter Rail Day, ahead of a return to Kidderminster the following week for the SVR's spring diesel weekend.

October 1994 saw another first when with D821 attended the West Somerset Railway diesel gala on October 28-30, before another swift move on November 2 to Toddington for the Gloucestershire & Warwickshire Railway diesel gala on October 12/13, returning to Kidderminster afterwards for winter storage.

After a busy 1994, most of the following year was spent on the SVR, with the only working visit being to the Llangollen Railway for its Diesel Weekend on October 21/22, 1995.

The autumn 1996 SVR diesel gala was held on October 11-13, during which time D821 ran with a *Colin Massingham – Preservation Pioneer* nameplate on one side. This event also saw the locomotive work a milk train that included milk tank 44013, which the DTG had overhauled for the consist.

Another working visit to the West Somerset Railway took place on May 16-18, 1997, with D821 joining other visiting diesel-hydraulic locomotives D832, D1041 and D7076 alongside the WSR's resident Class 35 Hymek D7017.

In June, the second *Colin Massingham – Preservation Pioneer* nameplate was fitted to D821 just in time for it to entertain 'The

Weekly Windup', a group of enthusiasts who meet each Thursday, travelling by train to different locations to sample ale in local hostleries. This date was their 821st 'Windup' and they had requested D821 for a trip out on the SVR.

On May 23, 1998, a nameplate rededication ceremony was held at Kidderminster to celebrate D821's 25th anniversary in preservation, with a Warship nameplate exhibition held in Kidderminster Railway Museum.

Another reunion with D832 took place in October 1999, when *Onslaught* visited the SVR for the diesel gala, the pair working together again. D821 still carried its *Colin Massingham – Preservation Pioneer* nameplates until the last day of the gala on October 17. When D821 next returned to service on July 15, 2000, it was reunited with its *Greyhound* nameplates.

D821 in the 21st century

The September 2000 SVR Diesel Gala saw D821 disguised as long-scrapped D845 *Sprightly*, with the guise including a white painted roof embellishment and yellow headcode doors. A visit to Worcester for an open day the following month saw the locomotive retain this guise before a repaint back to green with yellow panels took place, with a further renaming as *Cornwall* early in 2001, ready for a visit to Falmouth docks for a twinning ceremony with HMS Cornwall on March 24, 2001. D821 retained its *Cornwall* nameplates until September 2002, when it reverted back to *Greyhound*.

In May 2004, D821 had full yellow ends applied to the green livery and after working during the three-day SVR diesel gala in

October, it was taken out of traffic for five years to allow various repairs to be undertaken, not returning to use until October 2009. On April 10, 2010, *Chris Broadhurst* nameplates were unveiled in a ceremony at Kidderminster, which remained on the locomotive for a year before it reverted to *Greyhound*. Chris was a huge Warship enthusiast and early DTG volunteer who died in 2008.

On June 16, 2011, D821 was the requested motive power for a Southampton University dining special from Kidderminster to Bridgnorth. The following year, on May 10, 2012, D821 was due to go to the Swanage Railway Diesel Gala with Class 20s D8188/D8059 and 55019 from Kidderminster, but the convoy only got as far as Gloucester when towing locomotive 47375 caught fire, resulting in the convoy being returned to Kidderminster by 50049 *Defiance*.

On March 25, 2013, D821 worked a special train conveying an observation saloon along the SVR in celebration of the Warship's 40th anniversary of being a preserved locomotive. It also returned to its former home base on the NYMR on September 13-15, 2013, for the railway's 40th Anniversary Diesel Gala, attending with D1062 *Western Courier* and D9009 *Alycidon*. February 18, 2014, saw the DTG's main line-registered D1015 tow D821 from the SVR for another visit to the WSR. While it was on the WSR, on May 8, 2014, an inspection and assessment of both D821 and D832 was carried out at Williton with a view to possible main line running, although this was subsequently not proceeded with.

Another road move took place on July 29, 2014, when D821 was collected from Williton and transported to Old Oak Common, where

LEFT: Classic Western Region diesel-hydraulics at a classic Western Region location on March 19, 1994. On display at the Old Oak Common open day, Warship D821 *Greyhound* carries early-style BR Blue with small yellow ends, and is alongside Diesel Traction Group stablemate Class 52 Western D1015 *Western Champion* carrying 1960s experimental Golden Ochre livery. Martyn Hilbert

3: On October 12, 1996, D821 (temporarily renamed *Colin Massingham – Preservation Pioneer*) heads a specially-created train of Milk Tanks along the Severn Valley Railway, with the train emerging from Foley Park Tunnel on the approach to Bewdley. Chris Guntripp

4: Rather unusual surroundings as D821 stands at Falmouth Docks on March 24, 2001, on the occasion of the locomotive being temporarily renamed *Cornwall* and being twinned with HMS Cornwall. Pete Bentley



RIGHT: On September 14, 2013, D821 *Greyhound* departs from Gaothland on the North Yorkshire Moors Railway during the NYMR's 40th anniversary gala event. The line was the home base for Diesel Traction Group locomotives D821 and Class 35 D7029 between 1981 and 1991, later being joined by Clayton Class 17 D8658. Chris Guntripp



BELOW: On May 19, 2018, the two surviving Warships are reunited once again, with maroon liveried D821 *Greyhound* and BR green D832 *Onslaught* passing Northwood Lane in Bewdley, working a service from Bridgnorth to Kidderminster. This is the most recent reunion of the pair to date, but they will no doubt meet again at some point in the future. Kevin Delaney

the DTG and fellow SVR group the Class 50 Alliance were undertaking maintenance work on some of their locomotives. The next public appearance for D821 was the Old Oak Common open day on September 2, 2017, which also included D1015. Two days later, it was towed in convoy with D1015, 50035 *Ark Royal*, 50044 *Exeter*, 50049 and 50007 *Hercules* back to the SVR.

In addition to some operating days on SVR service trains, the Warship took part in the SVR Spring Diesel Gala on May 17-19, 2018, which also featured D1015.

D821 was off on its travels again in 2019, visiting several railways during the summer.

As well as the SVR diesel gala on May 16-18, the locomotive also visited the Spa Valley Railway for its diesel event on July 29, before also making an appearance at the Great Central Railway on September 7. It also worked at the Epping Ongar Railway a week later on September 14. At the beginning of October, it was collected from the EOR for a road journey home to Kidderminster in time for the SVR's Home Fleet Diesel Gala on October 3-6.

There were no workings for D821 during 2020 due to the coronavirus pandemic and in 2021 it worked an SVR Pioneer Diesel turn along the railway on May 7, ahead of

Open day events attended by D821

These are all of the open day events where D821 has been exhibited during its time in preservation:

May 27/28, 1973: Didcot Railway Centre
May 19, 1979: Swindon Works Open Day
August 4, 1991: Gloucester Open Day
August 17/18, 1991: Old Oak Common Open Weekend
August 26, 1991: Colchester Open Day
September 15, 1991: Laira Open Day
September 5, 1993: Worksop Open Day
March 19, 1994: Old Oak Common Open Day
May 1, 1994: Exeter Rail Day
June 27, 1998: Merehead Open Day
August 29/30, 1998: Toton Open Weekend
August 5/6, 2000: Old Oak Common Open Weekend
October 15, 2000: Worcester Open Day
March 24, 2001: Falmouth Cornwall Twinning Event
September 2, 2017: Old Oak Common Open Day

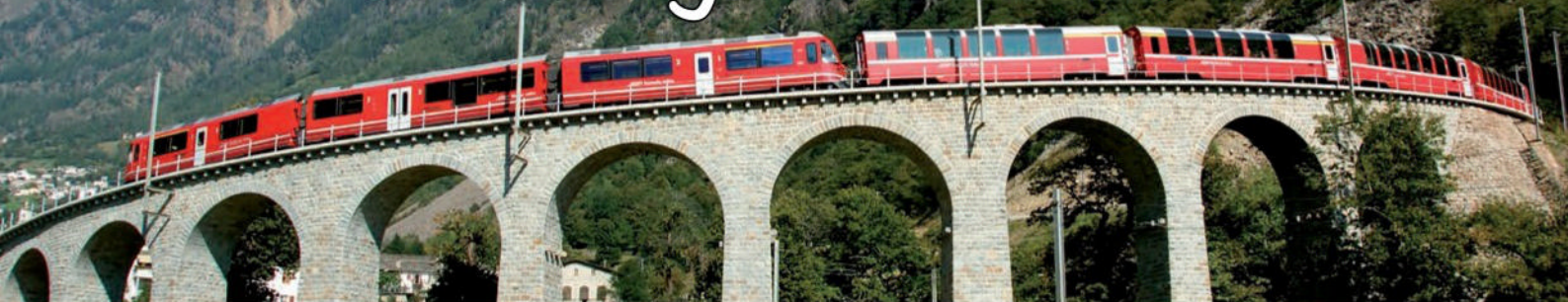
the Spring Diesel Festival on May 13-16, with other DTG locomotives D1015 *Western Champion* and D8568 also in use. The Warship taken out of service at the end of the event.

On June 5, 2021, bodywork repairs commenced on D821 ahead of a repaint into BR blue with full yellow ends, the livery it was carrying – albeit now in much better condition – when it first entered preservation 50 years ago. With work on its transformation now completed, the Warship will celebrate its half-century in preservation during the SVR's Spring Diesel Festival.

Here's to the next 50 years! **Ri**



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Summer days, drifting away

In the third feature focusing on how Network Rail deals with the extremities of the UK climate, North and East Route operations director **Chris Gee** looks at the work done to prepare for the unpredictable summer months and the many scenarios Network Rail faces.

Who doesn't look forward to summer, escaping the winter chill and enjoying long days of warm sunshine? That said, it can be a challenging season for railway photography, particularly during those July and August days when the sun is high in the sky, or hazy days when the clarity of light is poor. However, cooler mornings and long evenings can offer the railway photographer an extended day's photography, but it generally means an earlier start and later finish for the best conditions.

It can also be a difficult season for operations, as high temperatures can cause problems for railway assets... although we are talking about a British summer here, when warm sunshine shouldn't be assumed and when we should plan equally for rain!

As operations director for Network Rail's North and East Route, I'm accountable for

our seasonal planning activity to ensure we run a safe and reliable railway at all times of year.

My seasons delivery team and I work across the Network Rail departments to ensure we are as ready as we reasonably can be.

Network Rail's Summer Working Arrangements apply from April 1 to September 30, covering the time of year when temperatures are expected to be at their highest. The main planning activities centre around this expectation, but the season can also bring volatility, wide temperature variations from cool nights to hot days, and the problems of lightning and convective rainfall brought on by thunderstorms.

Therefore, each year Network Rail invests every effort into putting controls and mitigations in place to offset the risks that can occur during the summer season.

What's the weather going to be like?

As in autumn and winter, Network Rail draws on specialist meteorological advice to understand both the long and short-range forecasts so we can be prepared for the coming weather and implement the necessary activities and mobilise resources to respond to whatever the weather throws at us.

We receive daily forecasts giving a detailed look at the next 24 hours, and look at the two-day to five-day outlook for any other potential weather risks. As with all seasons, we assign an alert status that starts with normal weather or simply the weather to be aware of, moving up to adverse or extreme weather.

As well as providing details such as air temperature, rainfall and wind speeds, the forecasters can give Network Rail what's known as hot running rail forecasts.

MAIN: There's a thunderstorm brewing over Penyghent on August 27, 2022, as 37418 *An Comunn Gaidhealach* crosses the River Ribble at Helwith Bridge, propelling inspection saloon 975025 *Caroline* with 5Z02, the 14.00 Carlisle to Derby RTC. Heavy rain would follow soon after. All photography: Chris Gee



RIGHT: With a heat haze emphasised by the long lens, Locomotive Services Group's 47614 leads the 'Yorkshire Coast Statesman' through Burton Salmon on June 1, 2022. The train was 1Z47, the 05.45 High Wycombe to Scarborough, and 47593 *Galloway Princess* was on the rear. There's still high demand for trains to the seaside in the summer months!

The air temperature is only an indicator as to whether the railway might face problems. All the railways' metal assets will absorb heat, particularly when skies are clear, and therefore rail temperatures can far exceed air temperatures. A lack of cloud cover, as well as solar radiation, can influence rail temperatures and our weather forecasters provide us with both expected air and rail temperatures. We particularly want to know when rail temperatures are expected to exceed 46°C.

The forecasters can also alert us to fire risk. Again, this is more complex than just assessing that day's air temperature and takes into account how parched the landscape is and a number of other indicators linked to air moisture.

Finally, the weather forecasters can also alert us to lightning risk. With a large asset base, made up of metalwork from bridges to railway lines and to overhead line equipment, the railway can be one huge lightning conductor. Understanding the timing and the tracking of thunderstorms and the likely impact of lightning is key to us having the resources in the right places to respond to problems that might arise.

As well as a five-day rolling forecast for storms and lightning risk, we receive real-time lightning strike maps that cover the previous four hours, allowing us to track in some detail the path of a storm and, therefore, its likely trajectory. This also helps with fault finding, as should we see any signalling failures in the wake of a lightning storm, we can reasonably assume that we have suffered lightning damage and make sure we have the required spare parts in the van that responds to the incident.

Planning for the inevitable

The great thing about planning for each of the seasons is that, despite climate change, the UK's weather is still fairly predictable and a lot of proactive work can take place in advance to put the railway on a good footing for the summer.

Because it's fair to assume that temperatures will peak over the summer months, much of our planned maintenance activity is geared around getting ready for the season. That means we undertake works to reduce the impact of heat and expansion on our metal assets. This can include adjusting the mechanical components of points to change them from 'winter' to 'summer' tolerances. We also paint much of our critical points white to reflect



heat. This can make all the difference because, as most of us know, dark materials absorb heat more readily, whereas white or bright materials reflect heat and stay that little bit cooler. We prioritise points at critical junctions for painting, but there are also some types of points, such as switch diamonds, which are more susceptible to expansion and these too are a priority for painting.

We also carry out adjustments to much of our track asset to ensure it can cope with the expected higher temperatures. For jointed track, this means making sure that the fish-plates at joints are loosened and then lubricated. At the same time, jointed track will be adjusted to make sure there are small gaps at the joints to allow for some expansion. If rail joints have completely closed up, with one rail butting right up to the next, there is nowhere for the rail to go when it needs to expand in heat and it therefore has the potential to buckle.

Rail moves longitudinally with the passage of trains, particularly on a gradient, and this passage will cause the jointed rails to move ever so slightly downhill, leading to the gaps at rail joints closing up. Therefore, rails have to be unclipped or the keys removed to adjust the rails back to where they should be with gaps at the joints. Replacing jointed track with continuously welded rail provides a smoother ride and also reduces the labour-intensive activity of hot weather preparation.

Work also takes place on continuously welded rail to ensure it is correctly stressed to be able to cope with the expected expansion during the summer months. Adjustment switches or 'breathers' at the end of or between sections of continuously welded rail will again

be lubricated and adjusted to make sure there is enough room for expansion and contraction of the continuously welded rail for the expected temperature variation.

To avoid the risk of track buckling, Network Rail undertakes ballast drops across the network in advance of the summer months. This is to ensure there is sufficient ballast in the cribs of the sleepers and, most importantly, at the sleeper ends, building up a good ballast shoulder.

As well as being important for track drainage, ballast is there to make sure that sleepers don't move, and it is vital that sleeper ends are prevented from moving sideways when the rail wants to expand and potentially buckle because of heat expansion.

A good ballast shoulder with sleepers kept in place means that the rail can only move longitudinally. These ballast drops bring the opportunity of locomotive-hauled ballast trains on lines of routes that might not ordinarily see much locomotive-hauled activity, though most of these happen during the night.

As all metal assets expand in high temperatures, we also carry out adjustments to the overhead line equipment. It is fitted with balance weights that allow the contact and catenary wire to expand and contract. Overhead line equipment must remain taught so that when the pantograph makes contact and causes uplift on the contact wire, there isn't an excess of movement in the contact wire that could lead to a dewirement.

The balance weights and associated pulleys are lubricated and checked to ensure that they are free of obstructions like vegetation so they can drop when the temperatures rise and lift

BELOW: As the heatwave of 2022 gets rapidly underway, crops in the fields are already parched. CrossCountry's InterCity Executive-liveried power car 43184 leads 5V52, the 08.34 Neville Hill to York, heading through Huddleston Grange with 43303 on the rear on July 10, 2022. Within an hour it was too hot for photography.





when the temperatures fall, keeping the contact wire taught at all times.

Signalling assets can also be susceptible to heat and much activity takes place to reduce heat impact. One of the biggest problems is signalling assets within either lineside cabinets or buildings, where the internal temperature can become overwhelming. Lineside location cabinets can be painted white or silver to reflect heat away and to keep the internal temperature low, or they can have solar-powered air vents or internal fans to keep cooler air circulating. This is particularly important for location cabinets that are exposed to direct sunlight and we might shield them to reduce its impact. Location cabinets in deep cuttings, for example, that stay in the shade for much of the day might well be fine. Some lineside equipment buildings, such as relay rooms, can become hot and most are fitted with air conditioning and ventilation; these are routinely serviced to ensure they remain functional and keep the internal air temperature down on hot days.

While lightning is fairly random and unpredictable, there are some proactive works that

can take place to reduce its impact. Although some forms of lightning protection are available, in the main they only limit the downstream impact of a lightning strike, rather than preventing it altogether. Some geographical areas, based on historic trends, do appear to be more susceptible to lightning strikes and we step up activities in those areas. The principal planning activity, however, remains having adequate spares to replace those that may be damaged by a strike.

Network Rail's large metal assets extend to some of our bridges and inevitably, those most susceptible to problems associated with heat expansion are those that move. We have three swing bridges on the North & East Route at Selby, Goole and Hull, and we also have a vazon or sliding bridge at Keadby.

While the swing bridges are painted white or light grey to reflect heat, during the summer months we may restrict bridge opening hours for river traffic to reduce the risk of a problem and disruption to rail services. We work closely with the Canal and River Trust and shipping operators to protect their needs, too. For all

planned swings on days of high temperatures, we mobilise plant staff to attend and supervise the swing.

The route has few timber bridges, but some bridges have timber elements such as longitudinal timbers and therefore it is important to routinely check for litter or other debris building up that could potentially fuel a fire.

Here comes the sun

The weather forecast determines an alert status, which in turn triggers mobilisation of elements of the summer plan. If an 'adverse' or 'extreme' forecast is received, we will convene an extreme weather action telephone conference (EWAT) to bring together all parties to agree the tactical actions, inspections and resources required to deal with the weather event we are facing.

While we might all hope for sun, like me you've probably experienced a few of those wash-out British summers, and therefore it might well be that the EWAT determines that we need to prepare for a flood event!

As with winter, the flood warning database gives us an indication as to where heavy rainfall on a certain catchment area might bring us short-term flooding problems. The teams will assess the impact on track drainage, bridges over watercourses and the threat to earthworks.

Convective rainfall can be a real problem as it is often very intensive over a very short period of time, quickly overwhelming drainage before the excess rain can be absorbed into watercourses or drainage systems. Radar data is used to assess the threat of this type of heavy rainfall and alert levels are set to determine the actions to take.

The rising temperatures can begin to affect the track, so it is vital that we understand our critical rail temperatures (CRTs). This is the threshold beyond which an intervention is required to ensure it is safe to continue to operate trains. All sections of track have a different critical rail temperature and it can depend on their condition, design and construction, track geometry, underlying geological conditions

ABOVE: Last year was challenging for the North Yorkshire Moors Railway, which saw a prolonged steam ban internal to the NYMR and, at times, also on the Network Rail section between Grosmont and Whitby. Hired-in from the Scottish Railway Preservation Society at the Bo'ness & Kinneil Railway, main line-registered 37403 *Isle of Mull* departs Whitby with 1T11, the 10.00 Whitby to Pickering service, on May 14, 2022.



LEFT: On a hot September 15, 2020, with temperatures set to climb, Network Rail has already agreed with the Canal and River Trust that Selby Swingbridge will not be able to operate. Locomotive Services Group's BR green D6851 (37667) crosses the River Ouse on Selby Swingbridge with 0Z38, the 11.46 Hull to Crewe, working as a route learner for a charter the following week.

or whether work has been recently carried out. Each site will have a critical rail temperature that determines whether in the first instance we send a watchman to observe the site, particularly as to how it behaves with the passage of trains. That watchman is then in place to undertake emergency action and stop trains should an issue arise. The next threshold will be a temperature at which we implement a proactive speed restriction of 30/60mph to reduce both the impact on the asset and the risk. This drops the speed markedly for freight trains and, depending on the normal permissible speed (line speed), passenger trains too. There is then a threshold temperature beyond which the speed of all trains is reduced to 20mph.

All these sites sit on a critical rail temperature register. Maintenance depots are accountable for monitoring local temperatures and implementing the controls described above, removing the controls once the temperature drops. Typically, in summer we see CRT thresholds breached in the early afternoon and then temperatures dropping back below the threshold in the early evening. These times can subsequently vary if we get sustained days of hot weather, when temperatures rise each day from a higher starting point each morning. The speed restrictions are managed as emergency speed restrictions and, in most cases, apply to discrete specific sections of railway or may, in some cases, and particularly if rail temperatures are extreme, apply to lines of route.

Each year, every effort is made to ensure we understand our assets better and carry out the necessary works to reduce the number of sites with a low CRT threshold so that no intervention is required to reduce the speed of trains. The vast majority of the network has

a critical rail temperature well below even the most extreme temperature we could face in the UK, and therefore much of the network is unaffected by these speed restriction controls, but the restrictions we do have can be disruptive to passengers and freight customers, hence why we continue to annually whittle down the list to a smaller number of sites.

As some of the greatest risk to the track comes after recent work has taken place on it and before it has had time to settle and consolidate, we may sometimes risk assess whether we should carry out the work if high temperatures are expected. This will depend very much on if the work is critical or not, or if it can wait to avoid the risk of implementing an emergency speed restriction until it has consolidated.

Factor 50

The safety of our people is paramount and we work hard to ensure that our teams remain safe during hot weather. Much activity can be outside and physical work, so it is important that we control the risk of dehydration, heat exhaustion, sunburn and sunstroke. We have seasonal awareness campaigns that promote drinking lots of water and always having water available, along with wearing sunscreen and Personal Protective Equipment that is appropriate to the task and weather conditions.

Railway crime

Regrettably, one threat the railway must contend with in the summer months is trespass and vandalism. Incidents tend to peak during the long school summer holidays and on the longer days and lighter nights. There is an extensive programme of route crime activities, including working with schools

to highlight the dangers of trespassing on the railways. Additional patrols are carried out in the summer at trespass hotspots and the ongoing job of replacing and enhancing lineside fencing continues to deter trespassers.

The route uses data to determine hotspots and then develops an improvement plan to deal with the local problem. This works on the basis of the 'five Es': education, engineering, enabling, enforcement and evaluation.

We work closely with the British Transport Police to develop and implement these plans; the BTP and train operating companies are key partners in our approach to tackling railway crime.

No smoke without fire

The risk of lineside fires in the summer months increases exponentially as temperatures rise and vegetation becomes more desiccated because of the absence of rain. Grasses and dry or dead vegetation are part of the problem, along with an accumulation of flammable litter. Lineside fires can cause a risk to signalling assets or spread to neighbouring properties, potentially damaging equipment or neighbouring crops. They can also reduce visibility for train drivers.

There are many potential causes, from deliberate arson to a carelessly discarded cigarette. Electrical faults or sparks from railway vehicles can also ignite a fire, and planned activities that inevitably cause sparks, such as rail grinding or welding, are risk assessed during the summer months when the potential for fire is greatest. Controls and mitigations are then put in place to make sure the risk is reduced or the ability to deal quickly with a fire is immediately available.

The other risk with lineside fires is that to personnel attending to extinguish it, whether

BELOW: The Plain Line Pattern Recognition train is a key player in helping Network Rail understand the condition of its rail assets, which in turn informs where work might be needed to offset the risk during the summer. Hired in to Colas Rail from Harry Needle Railroad Company, 37610 is on the rear of 1Q73, the 14.15 Blackpool North to Derby RTC at Hellifield Green, on August 13, 2021. 37116 was leading the train.





ABOVE: After a prolonged period of hot weather and with dry conditions on the Scarborough route, 47580 *County of Essex* is ready to pilot 46233 *Duchess of Sutherland* away from York on 1Z80, the 'Scarborough Flyer', the 07.07 from Crewe to Scarborough, on July 26, 2013. It happens more rarely now that the diesel is on the front since our fire risk protocol has matured and it is now more likely these days that the diesel locomotive will be on the rear.

it be our own railway staff or the fire brigade. Because the fire brigade are not trained to work in a railway environment, a rail incident officer – typically one of my mobile operations managers – will attend to support it in terms of access to the track and will also provide guidance on the impact on trains running and the risks to and from assets, such as overhead line equipment.

Steam locomotives can also introduce a source of ignition into a dry landscape and we therefore work with charter operators to reduce the fire risk in the summer months. Summer is also the peak season for steam-hauled charters, but Network Rail has worked closely with operating companies and locomotive owners to manage the risk. The control team will monitor the fire risk index and for periods of dry days will determine whether to stop running steam trains as per the protocols we have agreed with operators or to implement other mitigations such as diesel assistance.

We recognise how important it is to these operators to offer their advertised service and locomotive for passengers. The fire risk protocol has matured over the years and is now very well embedded so that steam locomotives are only restricted from the network for short periods of time. This is now a very data-driven decision rather than a subjective assessment of the conditions, and it is likely to be a local restriction rather than a route-wide one.

Steam locomotive operators have also worked hard to reduce the risk with modifications to their locomotives, and so these days we are increasingly able to offer steam locomotive operation for longer. It may be that sometimes a diesel locomotive is requested to be added to the rear of the train to provide additional traction and to reduce the effort from the leading steam locomotive. It is rare these days to insist that the diesel locomotive pilots the steam locomotive on the front.

On the North & East Route, we also work closely with the North Yorkshire Moors Railway (NYMR), which operates over our



LEFT: It's 06.40 on May 19, 2021, after an early alarm call on a day when the temperatures were going to climb rapidly. Earlier sunrises during summer means getting up at unsociable hours to catch the glint and enjoy the cooler temperatures before it gets too hot and hazy for photography. 47593 *Galloway Princess* slows for Barlby Loop with 1Z88, the 05.49 Hull to Blaenau Ffestiniog.

infrastructure from Grosmont into Whitby to reduce the lineside fire risk. We recognise that steam to the seaside at Whitby is one of the unique selling points for the NYMR and therefore we work to the same protocols to make sure we can offer as many steam running days as possible.

Climate change

Summer 2022 brought a stark reminder that our global climate is changing. We saw some record-breaking temperatures that affected how much of the UK operated, and this impacted on the railway too. In the main, our planning activities have been geared around the UK experiencing four traditional seasons and a generally temperate climate where we normally see temperatures within a typical range for this country.

However, 2022 was an exception and possibly an indicator of things to come. The railway is already planning for dealing with increasing temperatures, and some of our existing controls already allow for this.

If the air temperature is expected to climb above 36°C – the equivalent of a rail temperature of 54 degrees, we will proactively implement a route-wide blanket speed restriction of 45/90mph between 12.00 and 20.00. Should the air temperature climb further to more than 41°C (rail temperatures of 58

degrees or more), we would lower the speed of trains to 30/60mph between the hours of 14.00 and 18.00.

Should these extreme temperatures be widespread, we may decide to implement our key route strategy and shrink the network proactively to only those strategically critical routes and flows. This is because we would not necessarily be able to keep all junctions operating with our available resources and because the risk of a stranded train becomes too great. It is vitally important that we can deal effectively and efficiently with stranded trains in hot weather, given that today many trains are sealed and rely on air conditioning and do not have forced air ventilation. If trains do not have access to power for air conditioning, on-board temperatures can quickly climb and we run the risk of an uncontrolled forced evacuation from the train. Managing that risk and dealing rapidly and effectively with stranded trains for the welfare of passengers and crew is therefore key.

Who knows where climate change will lead us in the future? Network Rail continues to develop plans to ensure the railway remains resilient to the future threats of more volatile weather and global warming. It may well prove to be the case that summers like that of 2022 become very much the norm. **RI**

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Reviving the Premier Line

The Severn Valley Railway has a new, but familiar, managing director following the appointment of Jonathan Dunster to the role. A few weeks after taking up the reins of the popular heritage railway, he sat down with **Andy Coward** to talk about the railway and the steps being taken to safeguard the SVR's future.



Jonathan 'Gus' Dunster is settling into his new job as managing director of the Severn Valley Railway, charged with helping the 16-mile heritage line between Kidderminster and Bridgnorth to overcome the most challenging and serious trading conditions it has ever experienced since first reopening to passengers 53 years ago.

Gus is a professional railwayman who has also been an active volunteer on the SVR for the last 31 years, first arriving as chairman and one of the founding members of the Fifty Fund (now Class 50 Alliance). He retired from his previous position as executive director of operations and safety for Avanti West Coast towards the end of last year. However, he's barely had a chance to put his feet up, having now agreed to replace Helen Smith as managing director at a time when the SVR he loves so much is facing an almost perfect storm of circumstances that cannot be ignored. While the SVR has played an important part in his life over the past three decades, Gus will now try to deal

with a wide range of issues and hopefully lead the SVR to a stable and much brighter future.

He is already respected within the heritage railway community and the wider rail industry, mainly for his long-standing involvement in the heritage modern traction sector and, in particular, the preservation of various Class 50s. And, as a familiar face on the SVR, he has been involved in a wide range of activities at Kidderminster TMD, as a diesel driver on the line, and also as vice chair of SVR (Holdings) plc, all of which have been carried out in a voluntary capacity.

When it comes to his new job, he is determined and serious about the action that needs to be taken. The task that he and the rest of the SVR's board of directors and management team are now dealing with is not straightforward and is mainly down to wider economic factors that none of us could have predicted just a few months ago.

He's certainly got an unenviable inbox to deal with as he settles into the managing director's chair.

Scale of the problem

The SVR is not alone in the heritage railway sector in relation to the problems it is facing, but it has probably been the most honest and upfront about their scale, announcing in January this year it was to implement changes to staff working patterns, freeze recruitment and seek voluntary redundancies from the workforce. The railway is also taking pro-active steps to save energy usage in the face of unprecedented increases in utilities costs, particularly electricity – something we can all relate to. But for an organisation the size and scale of the SVR, the vast rises are unsustainable.

Another significant change being introduced during 2023 is the move to train services being concentrated into four days a week, using a mixture of steam and diesel-hauled services, operating to a much simplified timetable. The four main steam and diesel enthusiast events in the spring and autumn that the SVR is famous for are being retained, and a wide range of family-focused events

Despite the problems that have affected the SVR, the railway is still pulling out all the stops to put on a fantastic show of diesel traction at its Spring Diesel Festival from May 18-21, celebrating 50 years of main line diesel locomotive preservation. That pioneering preserved diesel, D821 *Greyhound*, is based on the SVR and has recently been repainted into BR blue with full yellow ends. On October 6, 2012, D821 departs from Kidderminster with a late evening service during an Autumn Diesel Gala event at Kidderminster. Tom McAtee



RIGHT: Gus Dunster's first association with the SVR came as chairman of the Fifty Fund, which moved 50031 *Hood*, 50035 *Ark Royal* and 50044 *Exeter* to the railway in the early 1990s. Gus is also a regular diesel driver on the SVR and admits that 50035 is his favourite locomotive of the home diesel fleet. On October 1, 2021, 50035 approaches Bewdley while working the 17.30 Kidderminster to Bridgnorth service. Tom McAtee.



BELOW: Visiting the SVR for the 2022 operating season was the Peak Locomotive Company's immaculate Class 46 D182, which is crossing Wribbenhall Viaduct at Bewdley on September 29, 2022, working the 14.30 Kidderminster to Bridgnorth service during the SVR's Autumn Diesel Bash. Tom McAtee

will be held to attract visitors to the line – while carefully controlling costs.

Gus said: "I am a passionate supporter of the SVR and it has been the biggest thing in my adult life, apart from my family, and I really want it to survive. If I can play a small part in making sure we can steer it through these choppy waters and come out the other side, then it's something that I have to do."

Survive? Is it really so drastic? For many years known as The Premier Line, the SVR is one of our most successful heritage railways, with picturesque period stations and a variety of historic steam and diesel locomotives operating to intensive timetables. It's a railway that has it all. Of all the heritage lines in the country, surely one the size and profile of the SVR couldn't fail?

"I think it could if we're not very careful," replies Gus: "If we carried on doing what we have always done and what we were doing last year, then I do not think we would survive, if I'm being totally honest. The reason is that our costs were spiralling out of control."

"The dramatically rising price of coal has been a real problem for a few years now, but that's not the only problem we are facing."

"Mainly due to the current cost-of-living crisis, our visitor numbers have been declining, and that became particularly apparent towards the second half of last year."

"The third issue that has hit us hard has been huge increases in utility costs, particularly electricity. Previously, we were paying about £180,000 a year for electricity, but it's going to cost us nearly £500,000 this year."

"As a business, we just cannot keep on sustaining all these increased costs, so we've been forced to take some fairly drastic action to manage them. If we hadn't done something, then I do believe we would have sunk."

"Talking to other heritage railways, everybody is saying exactly the same, so this isn't a problem that the SVR is facing alone. I think we might have been a little bit ahead in terms of publicly announcing some of the challenges we were facing, but it's very clear to me that everybody in the sector has similar issues."

It doesn't take a mathematician to understand that the rising costs of coal and utilities, matched with declining visitor numbers – with the increased costs of living meaning that many people simply don't have as much disposable income to spend on days out – can



quickly make a business like the SVR unsustainable without making some fundamental changes.

And it is a business. Many enthusiasts – and some heritage railway volunteers – struggle to understand that the heritage lines we all like to visit and volunteer on must operate on a business footing. Sure, most of us visit or volunteer for our own enjoyment, but without some careful – and sometimes difficult – decisions being made by boards of directors in the sector, there won't be heritage railways to enjoy in the future. Those who don't like to think of the SVR – or any other heritage line – being run for anything other than our enjoyment needs to have a reality check. Yes, it is an enjoyable day out, but the running costs are huge, even in 'normal' trading conditions – and this is why many railways rely on additional income streams, such as family-focused events, dining trains, footplate experience courses, filming contracts and the provision of training and testing facilities, to name but a few. Anyone who thinks a heritage line can be sustained by the railway enthusiast community alone is dreaming.

It's a brave move for a railway the size and profile of the SVR to admit to financial difficulties, but it's the right thing to do, even if it causes some pain, and the SVR is certainly not the only heritage railway to be struggling. A number of other lines are now starting to 'go public' with their own perilous situations.

A challenging year

The problems came as 2022 marked the first year of near-normal operations following the coronavirus pandemic, with many lines already struggling, having lost so much income throughout the previous two trading years – despite many having received various Government support packages that assisted visitor attractions in ticking over while they were forced to close.

The pandemic had already left many railways, including the SVR, financially bruised from these prolonged periods of closure, coupled with the reduction in visitor numbers forced on them by social distancing rules when they were allowed to reopen, which meant online pre-booking became essential.

It is partly due to this situation that the SVR – or any other line, for that matter – is unable to compare its 2022 season to the previous years' trading, which would be the traditional year-on-year way of judging performance. The last comparable year is 2019, when the costs of coal and utilities was much lower than now (or even were at the start of 2022) and when visitors generally had more money in their pockets to spend on days out.

The sheer geographical nature of a heritage railway like the SVR is another problem when it comes to controlling costs. Unlike many visitor attractions concentrated on one large site, the SVR has eight stations (two being simple request stop halts), the Engine House visitor centre at Highley, engineering facilities at Bridgnorth, Bewdley and Kidderminster, and signalboxes and numerous other facilities dotted along the route. These collectively consume huge quantities of electricity and other utilities.

Gus explained some of the soul-searching that he and his fellow directors have gone through while deciding how best address the issues. "The most difficult measure we have had to take is to reduce the number of days we operate, to look again at the mixture

of steam and diesel locomotives we operate, and, of course, make some of our staff redundant," he said. "These are really hard measures for us to take and they are not measures that anybody would like to make if we didn't have to. But it's a business, it's got to be financially viable, and I and the other directors have legal responsibilities to make sure that the company remains viable.

"When times are good, you perhaps don't look at your cost base quite so actively, but in the times we now find ourselves in, costs are crucial. We still must try and offer a reasonable product for people to want to visit this year, but certainly not one that is going to be too costly to provide.

"Last year, our timetable offered trains five days a week generally, but on most days we had at least three trains in service. However, with visitor numbers as they were, we had many trains with empty seats. Let's be clear – if we were to continue to do that in the first half of this year, with even greater costs than we saw last year, we would be committing financial suicide.

"It's far better to start off with a timetable and operation that's fairly cautious and then build it back up if those high utility costs start to come down and if visitor numbers start to rise. If we were to just go blindly on and begin services in April and May this year, as we did last year, with three trains in service and then didn't get the visitor numbers we need, set against higher operating costs, our financial position is just going to be even worse.

"I've said to our members and shareholders that if the circumstances prove that we need to put more trains back into the timetable, then we will do it, but it's must be based on data and evidence, and not just because we all like to run trains, myself included.

"We must run services in a viable way. These decisions have been really tough and we've had to ask some really difficult soul-searching questions about our plans, but I want to make sure that the Seven Valley Railway survives for the future and we owe that to those who founded it. I am confident we can come out of this stronger."

Undoubtedly, one of the hardest cost-saving measures is the decision to make staff redundant – something no organisation undertakes

lightly. Gus explained that the staff involved had been consulted and that the paid workforce of the SVR was being reduced by 17%, with voluntary and some compulsory redundancies. The impact on those affected has not been underestimated and the loss of valuable team members demonstrates the seriousness of the situation. There has also been a freeze on the recruitment of casual staff who are often employed by the railway during the main season in a variety of roles.

Open communication

Gus became managing director at the end of February, having agreed to take on the role on an interim basis when Helen Smith announced that she would be leaving for a new position away from the SVR. While he is well-known on the railway, his change in role and the difficult trading situation means that there is much uncertainty among staff and volunteers, which Gus says is understandable. He is doing his best to make himself available to as many people involved in the railway as possible.

"At the moment, everybody wants a piece of my time. I will try my hardest to give everybody that time, because I think it's really important for them to get to know me a bit better and to be able to look people in the eye and for them to understand what I think the railway must do to survive. But the SVR is not a one man band and is a big team effort.

"The only way to address volunteer concerns is to get out and talk to them. There are a few people out there who are uncomfortable with it and have been a bit vocal, but the overwhelming majority I've spoken to understand. When you explain about reduced disposable income for people and increased costs, they really get it because we are all feeling it in our personal lives, so the SVR cannot be immune from the economic circumstances we all face.

"My objective is to try and make sure everybody understands the real need for these measures and that the motive is nothing other than making sure that the railway survives. We want this railway – that is loved by many people – to continue, but we must modernise our business approach behind the scenes to make sure it does. We don't want to stop doing what we are famous for, but we cannot just carry on as we were because that model is no longer viable."



ABOVE: The SVR garnered a huge amount of publicity and interest in its initiatives to celebrate The Queen's Platinum Jubilee in 2022, although the temporary repainting, renaming and renumbering of 'West Country' steam locomotive 34027 *Taw Valley* proved controversial with some enthusiasts. During the SVR's Autumn Steam Gala on September 17, 2022, renumbered No.70 *Elizabeth II*, resplendent in royal purple, heads up through Hay Bridge. The locomotive's nameplates were repainted black following the death of The Queen just a few days before the gala. Martyn Tattam



LEFT: Another locomotive change of identity for The Queen's Platinum Jubilee celebrations in 2022 was the Western Locomotive Association's D1062 *Western Courier* disguised as long-scrapped classmate D1040 *Western Queen*. During the 2022 Spring Diesel Festival on May 21, the revived D1040 descends Eardington Bank. The locomotive retained its temporary identity throughout the 2022 season and has now reverted to its correct name and number. Martyn Tattam

Gala planning

The SVR regularly grabs the headlines for the quality, variety and organisation of its popular steam and diesel galas – often ‘must attend’ events for enthusiasts. The railway hosts four enthusiast galas each year, with steam and diesel events held each spring and autumn.

This year, the Spring Steam Gala took place on April 14-16, featuring the first working visit to a heritage railway of the Great Western Society's GWR ‘Castle’ 4079 *Pendennis Castle*, which was returned to working order by the GWS two years ago following its repatriation from Australia in 2000. The event also featured the Dartmouth Steam Railway's GWR Small Prairie 4555 working alongside the SVR's operational steam fleet.

The repainting in 2022 of ‘West Country’ 34027 *Taw Valley* into royal purple and temporarily renamed *Elizabeth II* in recognition of The Queen's Platinum Jubilee was somewhat controversial with some enthusiasts. The locomotive has now been repainted, but into Southern black, a ‘could have been’ livery never carried by the ‘West Country’ locomotives when they were operated by British Railways.

For the Spring Diesel Festival, which takes place from May 18-21, an impressive line-up of visiting traction is being organised, with locomotives attending from a number of different main line operators including Colas Rail, DB Cargo, Direct Rail Services, GB Railfreight, Locomotive Services Group and Network Rail, with Gus teasing another couple of possible surprises for the event in our interview, but which had not been confirmed as this feature was being prepared. It will also see the first workings of a Class 58 on a passenger train for more than two decades, with those trains worked by Ed Stevenson's 58023 expected to be extremely popular.

He explained: “For the Spring Diesel Festival we have a really important milestone to celebrate for the whole heritage railway movement and that is 50 years of diesel preservation. I think it is important that we recognise that and we have the locomotive that started it all back in May 1973, D821 *Greyhound*, based here on the SVR.

“Those early pioneers were derided by some for buying a diesel locomotive for preservation, but here we are 50 years on and it is still going strong and looks great. The Diesel Traction Group volunteers have done an amazing job on it and we are going to have a ceremony involving D821 on the Thursday of the event to mark the anniversary.

“We thought the best way of celebrating 50 years of diesel preservation is to get the

biggest array of diesel traction ever assembled on a heritage railway, but we are doing that in a slightly different way. We're not having too many heritage locomotive visitors this year because we have a big collection of heritage diesels ourselves, so we've gone out to our colleagues and partners in the main line rail industry to ask if they want to be part of the event and they've all, without exception, said they would love to be part of it.

“For the four days of our Spring Diesel Festival, we want to showcase 50 years of volunteer effort in an area that doesn't always get the spotlight and recognition it deserves – we want to show that off. The SVR will shine in being able to do what no other line can do, because we are able to put on an intensive operation and provide something for everybody. Whatever type of diesel traction you like, we've got something for you. The two stars attractions during the event are probably going to be D821 and 58023. A Class 58 has not operated in the UK since 2002 and this is the first preserved 58 to come to the SVR, so we are hoping it will be popular, especially with some of the younger enthusiasts who have probably never seen a Class 58 working a train before.”

While some may question the decision to hold an event that is likely to be expensive to host, the line-up being offered is unprecedented and a calculated gamble that will

hopefully pay dividends. The team who organises the diesel gala, of which Gus is already involved, know how to put on a successful event and all the indications are that this one will further cement their reputation.

In addition to the enthusiast events on the SVR, the railway is also holding a number of themed events aimed at families. This year will also see the return of the popular 1940s event, which didn't take place last year following the Russian invasion of Ukraine.

The first half of 2022 saw the SVR embrace The Queen's Platinum Jubilee celebrations probably more than any other heritage line. As mentioned, steam locomotive 34027 *Taw Valley* was repainted and renamed, and the Western Locomotive Association also got in on the occasion by temporarily renumbering and renaming D1062 *Western Courier* as long-scrapped classmate D1040 *Western Queen* for the entire 2022 operating season.

These initiatives generated much publicity and interest, with visitors flocking to the railway when the repainted ‘West Country’ steam locomotive was in action, particularly over the jubilee weekend itself. However, even this boost in numbers could not sustain the overall performance of the railway during the year and, arguably, without the jubilee initiatives, it could have been even worse than it was.

BELOW: The 2023 Spring Diesel Festival is promising to include a wide selection of visiting traction from a host of main line operators, including DB Cargo, which is intending on sending a Class 60. During the Spring Diesel Festival on May 19, 2017, DB Cargo 60100 visited the SVR, where it stands here at Bridgnorth awaiting an incoming service from Kidderminster before departure. Rob Reedman



Steam overhaul clarification

It has been reported elsewhere that as part of the cost-saving measures, the SVR is to cease the overhaul of steam locomotives from its Bridgnorth engineering workshops until further notice. Gus points out that this is not actually correct; what has been decided is that no further overhauls will begin until other locomotives return to service.

He explained: "It's not quite the way it might have been described and I think there are people who have misunderstood the message. "What I've said is that we are not going to start any more overhauls until the ones that we've currently got underway are completed, or very close to completion.

"In addition to heavy overhauls, the workshops are busy maintaining the operational fleet. Over the winter, 75069 and 34027 have been subject to quite extensive routine winter maintenance and we must keep that maintenance work going because we cannot afford to have a dip in availability of our steam fleet. "We will be doing more steam locomotive overhauls and aren't stopping them, but for the moment we are not starting anymore."

The next steam locomotive expected to emerge from Bridgnorth later this year will be the LMS Stanier Mogul Fund's 13268, and behind that will be GWR 4150, followed by new-build BR Standard 82045. 4150 is the last remaining former Barry scrapyard locomotive based on the SVR that has not yet steamed in preservation, so its completion is eagerly awaited. 82045 has been built from scratch over a number of years and should be ideally suited to the sort of services that the SVR operates, making it another locomotive that should be a popular addition to the operating fleet.

Structural changes

Asking Gus where he hopes the SVR will be in 12 months' time and what other plans there might be for the immediate future, he responded: "I'd hope to be at the point where we have had a reasonably successful season and met our budgets – that would be a good first success. Another thing going on



LEFT: Another long-standing supporter of the Severn Valley Railway has been GB Railfreight, which has supplied many locomotives to the SVR for special events. The firm also regularly hires SVR-based 50007 *Hercules* and 50049 *Defiance* for stock moves, with the two Class 50s repainted into GBRF's distinctive orange and dark blue colours. On May 19, 2017, GBRF's 66771 arrives at Bewdley with a train from Kidderminster. Rob Reedman

in the background that we really need to do is restructure how the SVR is organised in order to survive in the future.

"The way the SVR is constituted has evolved over time, but it largely has its roots in the mid-1970s. The way we are structured as a PLC means that we can't access some of the funding that could be available to us if we were structured differently. There are also tax benefits, such as Gift Aid on ticket sales, which are not currently an option. So, we will be looking at following some other heritage railways and structure ourselves in line with opportunities available to those attractions that have adjusted to more suitable structures. We have made an application to The National Lottery Heritage Fund to assist with this work because we are going to need some support to change the structure of the company. There are three constituent parts of the SVR at the moment – the PLC, the guarantee company and the charitable trust – and we are all aligned in knowing that we need to make these structural changes. The challenge will be actually getting it done and explaining to everybody why it is necessary.

"This year we will have hopefully managed to survive as a result of the measures we have taken and for 2024 we should have a slightly different structure in place so that our financial stability will be a bit more predictable."

As the SVR embarks on its slimmed-down 2023 operating season, it is certainly battered and bruised from its experience – but it is also far from beaten.

While some of the decisions that have been made to shore up the financial situation have been difficult, they have clearly been made with the best of intentions and with the long-term operating future of the SVR in mind.

Gus's retirement may have been short-lived but he has the energy, drive and determination to lead the SVR into a brighter future – at which point he will likely stand aside and let someone else take on the role, with the railway hopefully in a much stronger position.

It's certainly been a tough start to his new job, but Gus is hopefully the right man to help lead the SVR out of the darkness and into much brighter times. We wish him – and the whole team at the SVR – every possible success. **R**

BELOW: Hired in to the SVR from its usual base on the Dean Forest Railway to assist with engineering trains while 33108 underwent extensive bodywork repairs is EWS-liveried 31466. The Class 31 is due to be in use for the Spring Diesel Festival in May but is expected to leave the SVR later in the year now the Class 33 has returned to traffic. On October 1, 2021, the immaculate maroon and gold Class 31 emerges from Foley Park Tunnel with the 14.10 Kidderminster to Bewdley service. Tom McAtee





10 PICTURES

In each issue of *Railways Illustrated*, we ask a photographer to select their 10 favourite rail-related images and tell us the reasons why they believe these photos stand out from the crowd.

Martin Taylor

Brought up in the Tyne Valley, Martin's interest in railways began at a very early age when he was taken to Newcastle station as a wide-eyed toddler to meet his dad from work and watching all manner of different locomotives and DMUs shuffling about the station.

He lists his earliest memories as being taken to the National Railway Museum at York, the North Yorkshire Moors Railway and Keighley & Worth Valley Railway, and to places like Carlisle to see steam specials coming through.

As Martin reached his teens, with the added benefit of a staff travel pass and a handed-down Canon AE1, he saved his pocket money and paper round wages to trot about the country a bit, going on the train to far-flung places such as Westbury, Aviemore, Crewe and Blackpool, sometimes travelling solo and sometimes with his dad, whom he credits for getting him into railways, as well as accompanying the wanderings around Ayr Depot in the mid-1990s, and also for paying to develop numerous rolls of 400asa film for his snap-happy train nut son!

Like many enthusiasts, Martin always wanted a career on the railway, but getting the 'foot in the door' was the difficult part. His ambition finally happened at the beginning of 2008 when he became the fourth generation of his family to get a job on the railway, each generation having done different things.

He admits he is now fortunate in being able to class his hobby as his job, and Martin has had

the opportunity to meet some fantastic people and planning trains in numerous capacities. His highlights include working on a Borders Railway project in Scotland alongside those building it, delivering the engineering trains, organising training days at heritage railways to further the knowledge of train planners, overseeing the delivery and resourcing of charter trains for many well-known companies, and working as part of a larger team on the 'real-time' railway, where no two days are ever the same.

Martin also volunteered at the Bo'ness & Kinneil Railway for five years from 2006 to 2011, before a move to Milton Keynes for work made it impractical to continue his volunteering on the Scottish heritage line, but he says that he enjoyed every minute of his time at the B&KR, making many friends and enjoying lots of laughter, spending freezing cold nights in the sleeper coach and providing him with a grounding in railways, giving him experience of the operational side of the railway.

Leaning more towards the modern traction scene as a preference, and not being a person who falls into either the 'EE' or 'Sulzer' camps exclusively, Martin did not grow up with an affinity to one particular class of locomotive which is often a source of light-hearted mirth from the bashing scene.

Martin says that in more recent years – and with the railways becoming an increasingly sterile place without the variety there once was – he has enjoyed the things that are bucking the trend every so often

and have led to a return of locomotive haulage and brought some classic locomotives that should have long retired from the frontline service numerous times around the country. North Wales, the Cardiff Valleys, Cumbrian Coast, Anglia and the Lamington Viaduct closure are a few examples where locomotive haulage made a return appearance.

Nowadays, Class 68s mainly hold his interest as a regular on the TransPennine Express route, and he had travelled behind all 34 Class 68s by May 2018.

Being involved in the planning and delivery of charters at the time allowed Martin the chance to enjoy Class 68s to such bizarre places as Llandrindod, Carmarthen, Dundee, Margate and Reddish South!

Martin considers himself lucky to have got to know hundreds of people through the hobby, both those who are still with us and who are now sadly not. He has even managed to bump into 'railway people' completely unplanned during trips to Fort William and Portugal with his partner.

Martin would like to make special mention in this 10 Pictures feature of Raymond Rourke, the well-known North East photo and videographer, to whom he is indebted for information and days out in the late 1990s to mid-2000s before he died. He is also grateful to Tony Kay, DRS driver, Kingmoor Pirate and an 'all-round top bloke', whose knowledge and sharp wit in equal measures is also much missed. Two like-minded enthusiasts gone before their time.

These are Martin Taylor's 10 Pictures.

37175 and 37025 *Inverness TMD* on a freight evening photo charter at Bo'ness on December 29, 2007.

During my time volunteering at Bo'ness, myself and others organised a couple of Class 37 diesel running days out of the main season, with evening photo shoots taking place at the end of them.

At one such event on December 29, 2007, an immaculate 37025 *Inverness TMD* and a scrubbed-up and very loud 37175 were positioned side by side, posed with the railway's P-Way gang's short rake of 'Turbot' wagons, which gave this pleasing result in the yard loop late on the evening.

Little did we know at this point that both locomotives would return to the main line in revenue-earning service with Colas Rail a few years later, nor that 37175 and its former shedmate Class 26 D5310 – while under the ownership of Matt Stoddon – would perform the role of Cilla Black and eventually be responsible for three marriages and four children as a result of their time at Bo'ness!



Grand ideas: Riviera Trains 47805 *Talisman* and 47815 *Great Western* top-and-tail a Grand Central train through Shippersea Bay on May 24, 2008.

A couple of months after joining the rail industry at the start of 2008, one of the first memorable moments was my office's involvement with the fledgling Grand Central's plight of poor availability on its small fleet of HST power cars.

In an event that nobody could have foreseen, it manifested in hired-in locomotive-hauled shuttles working the northern section and the

one 'good' HST set being used on the 125mph section from York to London, with passengers changing between the two at York.

This was good news for Big Sulzer fans, as Riviera Trains Class 47s and EWS Mk.2 stock were used for a month between Sunderland and York. Many 'after work leaps' were made, both for haulage and photography, dependent on weather.

On the sunny evening of May 24, 2008, 47805 *Talisman* and 47815 *Great Western* work in top-and-tail formation on 1Z63, the 17.30 Sunderland to York service, powering past Shippersea Bay at Easington on the Durham Coast. While not ideal, the new operator's 'can do' commitment to the passenger against all the odds, instead of just cancelling the trains, was to be applauded.



Classic train, classic location: 87002 *Royal Sovereign* at Crawford on the West Coast Main Line on September 10, 2010.

A short-lived entrant to the market were Rail Blue Charters and their immaculate uniform 'Cargo-D' Mk.2 and Mk.3 coaching stock. On September 10, 2010, 'The West Coast Premier' charter ran from Watford Junction to Edinburgh and back with an

equally smart 87002 *Royal Sovereign* up front working 1Z89, the 16.46 Edinburgh to Watford Junction.

I decided to travel on the train one way north instead of the more usual Pendolino from Milton Keynes to get me up to Scotland. I was kindly

given a lift to this spot by Alastair Blackwood to record the southbound working at a well-known location, allowing for a very brief recreation that was synonymous with the 1980s West Coast Main Line that I recall as a young child.

Boat Train Brush shortage: DRS 37607 and 37608 at Southampton Eastern Docks on September 2, 2011.

Standing in due to low fleet availability for the more usual pair of Direct Rail Services' Class 47s, 37607 and 37608 were provided to work 1Z59, the 05.45 Glasgow Central to Southampton Eastern Docks 'Cruise Saver' Boat Train on September 2, 2011.

After some entertaining tandem working due to there being no multi-cable as far as Carlisle, a rather stirring run south then ensued, saluted by friends at Chiltern train planning as we flew through Banbury. The pair of Class 37/6s are pictured on the back of 5Z59 to Eastleigh, leaving the docks behind 47841 – complete with an unlucky pigeon!

This was a great initiative by Bath Travel and DRS to transport people and luggage to and from their cruise ships, and it was a real shame that it ended less than two years later due to changes in the package holiday industry that no longer made the trains viable.



DRS 68005, with 68006 on the rear at Dundee West Yard on September 23, 2014.

The Vossloh Class 68 first made its debut in 2014, which eventually saw off the bulk of Direct Rail Services' tiring Class 47 and 57/0 fleet over the next two years.

A 'modern classic', the deep racket made by these locomotives was a surprise to most in a world fascinated with silencers and noise cancelling.

This was 68005 (with 68006 on the rear) on September 23, 2014, in Dundee West Yard before it became the second Class 68 to work a passenger train after 68006 that morning heading outbound, when it worked 5Z26 to Gleneagles, then 1Z26 the 18.28 'Golf-ex' back to Glasgow Central with the freshly refurbished DRS Mk.2s that eventually ended up on the Cumbrian Coast and Anglia passenger franchise support contracts.

Noting how popular the locomotives have become, especially since the Chiltern and TransPennine Express utilisation started, and the much-missed Fife Circle turns, I was glad to assist with these for the six days of the Ryder Cup, run on behalf of ScotRail, not only for the haulage opportunity it offered, but also because of a career opportunity that arose only a few months later on.



DRS 37402 *Stephen Middlemore* and 37401 *Mary Queen of Scots* at Moss Bay on August 10, 2015.

To many enthusiasts, the Cumbrian Coast route was perceived as a really photogenic line boasting locomotive-hauled trains and multiple beautiful locations on a sunny day during the Northern Class 37 passenger operations.

However, being local and a regular on the line, that description was only representative for about 20% of the time!

For me, it was occasional warm nights chilling after work with the camera somewhere between Maryport and St Bees. The rest of the time was all about the after work leap to a dark and rainy Whitehaven on 2C42, followed by a 20-minute

'man shop' at Tesco or a chippy tea from Fraser's, then 2C47 back home and a natter with the guards on the train.

It was waves battering the train at Lowca on a windy day. It was discovering that rain at Parton is horizontal and that 'platform shelter' is the loosest description ever. It was enduring West Cumbria's 'finest' in varying states of undress and inebriation, heading into Carlisle on a Saturday, then ending up in The Prince of Wales at Foxfield for beers and a giant Yorkshire pudding before getting some take-out beers for the last northbound Class 37.

And in the autumn, it was cringing coming down the hill from Bull Gill towards Maryport's home signal with the locomotive's wheels locked up in a slide, waiting to see how big the flats would be. But we all miss it now, don't we?

The picture I've selected from the hundreds I took on the route is of 37402 *Stephen Middlemore* and 37401 *Mary Queen of Scots* working top-and-tail on 2C47, the 17.31 Barrow to Carlisle at Moss Bay, Workington, on August 10, 2015, mainly because it wasn't a common photographic location and shows off the terrain well.



Tyne Valley autumn diversions: 43300 *Craigentenny* and 43308 *Highland Chieftain* work a HST at Broomhaugh cutting on September 17, 2016.

As a local lad, an old favourite spot since 2005 now rapidly being lost again to nature was Broomhaugh cutting, east of Riding Mill, after embankment stabilisation works opened it out for an afternoon westbound shot.

The much-missed Hardendale lime (6M46), coal empties (4S15) and the Seaton flasks (6M60) were always perfect for sun here, on an underrated line that is sadly now devoid of much freight. The added bonus here for the shot on the curve behind is the relative proximity of The Wellington pub for 'refreshments' between trains!

In early autumn for a number of years now, the East Coast Main Line north of Newcastle has been blocked and East Coast trains have been diverted via Hexham and the West Coast Main Line to and from Edinburgh.

Historically, this has meant a couple of Class 67s dragging InterCity 225 sets and High Speed Trains roughly hourly on a weekend, but now this is an uninspiring diet of LNER Azuma bi-mode units.

Here we see a HST led by 43300 *Craigentenny* with 43308 *Highland Chieftain* at the other end of the train, working 1S11, the 10.00 London King's Cross to Inverness on September 17, 2016.

The Leafbusters: 20305 and 20314 at York Thrall Works on December 11, 2019.

One thing I've become involved with in varying degrees for the past four years from a work angle is the operation of the annual Railhead Treatment Train services working off York, Carlisle and Peterborough. The running of the RHTT is always challenging and occasionally rewarding at a historically tricky time of year on the railway.

A couple of days before the end of the 2019 season, Direct Rail Services' 20305 and Harry Needle Railroad Company hire-in 20314 are seen here on the replenishment pad after arrival at their destination after working 3S15, the 19.42 Bridlington to York Thrall Works on December 11.

Due to an infrastructure defect that week, the train unusually reversed at Walton Street crossing and ran via the sharp seldom-used incline up to Springbank Junction and Hessle Road, rather than the usual route via Anlaby curve – a relatively minor challenge compared to some of the others that arose that season!

The Class 20s are a big miss for me, since they were finally retired from these workings, with a bit of a final unplanned swansong in 2020. DRS has since sold all of its remaining Class 20s.



Perks of the job: Direct Rail Services' 68034 comes to the rescue of 68025 *Superb* and TransPennine Express set TP07 at Morley on March 8, 2022.

68034 drags errant classmate 68025 *Superb* and TransPennine Express set TP07 back to Crewe Basford Hall working 5Z60, the 10.10 ex-Scarborough, heading through Morley on March 8, 2022. *Superb* had been anything but, failing for the second time in just over a week, and for the second time it had taken four days to recover it, using a hired in-driver.

The operator doing the move had route knowledge via either Dewsbury or Healey Mills, so with the post-Covid reduction in services opening up gaps that weren't there before, naturally I chose the rarer route for a picture before work, when sorting the path the night before. Much of the time, when moves like this happen, they pass me

by, as I am on shift and cannot get out for a photo, so forgive me for the 'fix' just this once!

For those of us who follow 68s in Yorkshire, it is to be hoped that an upturn in use of the Class 68s and Mk.5a sets west of York happens for the long term, as the past couple of years have been rather slim pickings!

Auch aye, the sun is shining! 37425 *Pride of the Valleys/Balchder y Cymoedd* at Auch horseshoe on May 3, 2010.

One of my favourite all-time pictures is this one of 37425 climbing out of the horseshoe, with the slopes of Beinn Dorainn behind as it hauls 6K18, the 08.30 Fort William Yard to Mossend Down Yard on June 3, 2010. The smartness of the locomotive has been tainted slightly by the roof horn modification and the novelty nameplates that were a hangover from the end of the Rhymney's.

Rather than go for the usual A82 multiple shot train chase at all the usual locations, and with a favourable weather forecast, myself and long-time friend Graham Scott plumped for a one shot wonder of 'Concrete Bob' here.

Then it was muddy boots off, shiny shoes on, and foot to the floor heading back to Glasgow in time for work in the afternoon.

Being too young to have experienced the pre-Sprinterisation days of locomotive hauled up there, I quickly learned to love the line and made dozens of trips up to do the 'beds' in their last five years with Class 37/4s.

Some good nights were had on the overnights in Whistle Binkies or Subway club in Edinburgh, but the festering about until Waverley station reopened at 4am during the winter and the lack of sleep after a couple of days are missed slightly less now!



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Ferry across the Atlantic

Canadian manufacturer Rapido Trains is rapidly expanding its OO gauge UK range with a series of new locomotive and rolling stock models. While many have been predominately steam-era subjects, the recent model of the long-lived BR ferry vans is a welcome foray into the diesel years, as **Simon Bendall** details.



MAIN: The Civil Engineers grey/yellow livery is carried by ZSX stores van DB786980. A ferry van in this livery worked with the Chipman weed-killing train as a chemical store in the late 1980s.

It has been a long wait for a manufacturer to get around to tackling the BR-built diagram 1/227 ferry vans to modern standards in OO gauge, the only previous model having been produced by Tri-ang more than 50 years ago. This subsequently passed into the Hornby range and has continued to be periodically produced ever since in a variety of liveries. Although nicely moulded, it has always suffered from having working sliding doors with overscale runners and detail of its time.

With Rapido Trains having now committed to producing a UK range after a few years of weighing up the market, the ferry van has become one of its first British Rail releases, following on from the diminutive and equally welcome gunpowder vans. It is also the company's first wagon with air brakes, placing it firmly in the interest zone of diesel-era modellers with examples still seen on the main line in the mid-1990s.

The manufacturer has certainly gone to town on the first batch of models, with 10 released so far and two more on the way

shortly. This includes four in the original bauxite livery, two of which display the classic 'Through to the Continent by British Rail' branding that was so synonymous with the vehicles and either the original 'door to door' box logo or later BR arrows. These sport the 12-digit international or RIV numbers required to work through to France, Holland and beyond via the train ferries. Also in bauxite are an unbranded example with traditional six-digit BR numbers and an example demoted to use as a barrier wagon in the 1980s, this having the TOPS code of RBX, painted out lettering and factory weathering to give it a faded appearance.

The Railfreight red/grey livery introduced at the end of the 1970s will also see a quartet of releases, with two VIX examples fully lettered for international use delivered so far, these having variations in branding. Due to errors during production, the other two red/grey examples are yet to appear, but these will portray vans after their revenue use ended, one being finished as another

RBX barrier and the other transferred to Civil Engineers' use as a ZSX stores van.

Completing matters are a further four vans in engineers' colours, three of which are pictured here. Two of these carry olive green, with ZRX KDB787218 being a stores van for the Signal and Telegraph division, and the other, not illustrated, lettered for use with the electrification department. These are joined by the colourful duo of ZJX KDB787210 in Satlink red/yellow and also with 'Electrification Engineer' lettering and Civil Engineers grey/yellow ZSX DB786980.

Standard tooling

Despite the variety of liveries and TOPS codes, the dozen models all employ the same tooling, this depicting the vans in as-built condition with dual air and vacuum brakes. While many examples were modified and, in some cases, extensively rebuilt for later roles, these do not currently form part of Rapido's plans but offer plenty of modelling opportunities. All of the vans have a RRP of £45.95.

BELOW: The olive green model of ZRX KDB787218 is less flamboyant than its sisters but portrays a useful Signal & Telegraph engineers van.





1: ZJX KDB787210 is finished in early 1990s condition as part of the London Midland Satlink fleet.

2: The party piece of the Rapido model is the sliding door on each side, while some of the detail incorporated on the underframe can also be seen.

Paying homage to its Tri-ang predecessor, the Rapido model also features working sliding doors but executed with far more finesse and attention to scale. These open to their full extent but their value is perhaps debatable, apart from creating set scenes. In contrast, the four sliding covers per side are all moulded in position and firmly closed at that. These would perhaps have had more merit in being made poseable as the vans could travel with some or all lowered to provide ventilation to the interior.

The rest of the body detail is finely moulded, including the vertical and diagonal ribs, with separate parts provided where required, such as for the end handrails and lamp brackets. The doors welcome faint representations of the joints in the plywood cladding, these being moulded to just the right level rather than ignoring them or overdoing it.

Detail down below

The underframe is packed with separate parts that are as impressive as they are fragile, so careful handling is needed. The truss rodding is very fine but it is the brake detail behind that really stands out, the presence of two



braking systems meaning there is an array of pipework and linkages on the chassis, these connecting together the air and vacuum cylinders, air brake distributor, handbrakes and other parts. Unlike long wheelbase wagons from some manufacturers, Rapido

has opted to model the W-irons fixed in position rather than pivot to cope with trainset curves, and they are all the better for it in terms of appearance. The NEM coupling pockets are mounted to the chassis and feature sprung self-centring mechanisms. ➔



1: Still displaying its RIV number of 21 70 2380 350-5, Railfreight-liveried B787298 was recorded at Coventry on May 25, 1981, carrying the slogan applied to many of the vans.

2: Relegated to use as a barrier van, RBX B787258 is seen at Grangemouth on March 28, 1981. This was one of the vans modified with experimental suspension for evaluation. Simon Bendall Collection

For those preferring a scale look, functional screw couplings and brake pipes are included in the accessory bag, along with a leaflet detailing where to fit them.

Also present on the chassis are the lashing points for chaining down on the train ferries, sprung buffers, bufferbeam corner

steps and the grab handles under the buffers to assist shunters when clambering between vehicles. This all adds up to a highly impressive specification that is still rare to see on a humble wagon.

On the three departmental examples examined, the liveries were all well applied,

with only a slight fuzziness to the edge of the yellow bands on the Satlink and Civil Engineers schemes where it transitions over the vent covers.

Otherwise, the colours and printing were all spot-on, completing a very impressive job by Rapido. **RI**

BR's ferry vans

When constructed in 1962/63, British Railways' ferry vans were a radical departure from its domestic fleet of 12-ton goods vans, being heavily inspired by continental practice. Rated to carry 20-tons, 400 examples were built, with construction split between Pressed Steel (B786873-B787022) and Ashford Works (B787098-B787347). All were assigned to diagram 1/227 and featured an overall length of just under 42 feet, with a wheelbase of just over 26 feet. The vans were dual-braked from new with plywood cladding and a door aperture of 13 feet. RIV numbers were applied between 1964 and 1968 following the introduction of this

Europe-wide system but with the BR numbers also still retained on the builder's plate if not on the body. Their use on international traffic rapidly declined from the late 1970s as modern bogie ferry vans with vastly greater capacity were introduced and the BR ferry vans, now coded VIX on TOPS, ceased to travel to the continent early in the 1980s.

However, as dual-braked vehicles, the vans were still useful on domestic traffic, with some redeployed as barriers on dangerous goods traffic such as chemical, munitions and nuclear flask trains until the early 1990s in some cases.

Others had their bodywork removed for use as under-runners on overhanging steel loads. A number passed into departmental roles, primarily as stores vans, but some were extensively rebuilt as mess vans to work with track machines or with low-height sides as short-lived ballast wagons.

During the 1990s, a number were sold to the Ministry of Defence and refurbished, seeing use on the internal systems at the likes of Bicester, although plans to register them for main line use never came to fruition. The last survivors were withdrawn in the late 1990s from their roles as track machine support wagons.

With an ex-ferry van acting as a barrier vehicle, 45005 stands at Fenny Compton on March 1, 1984, with a train of VAA and VDA vans carrying munitions from Kineton. In the background is Fenny Marina on the South Oxford Canal. Simon Bendall Collection



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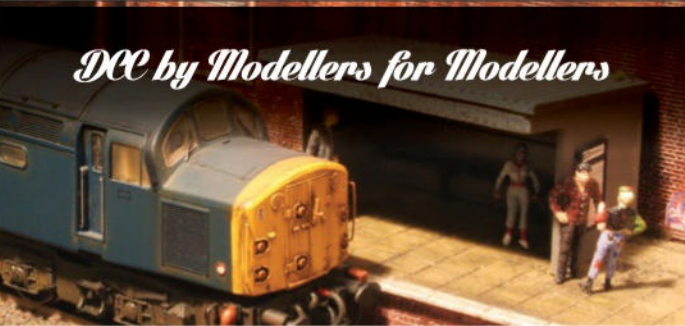
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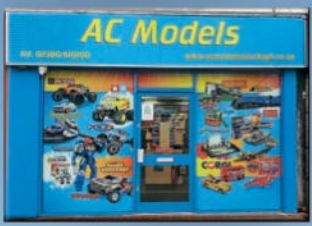
  

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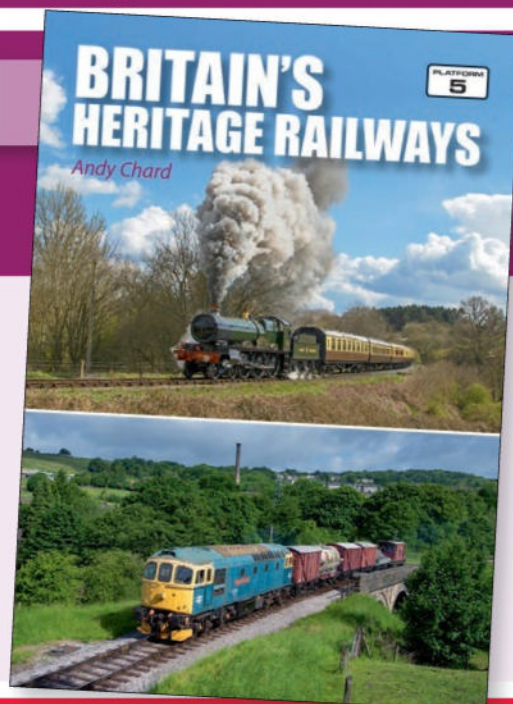
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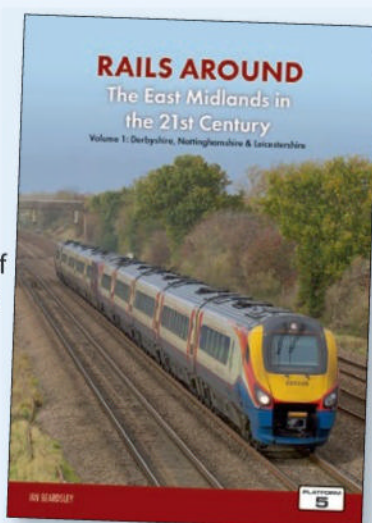
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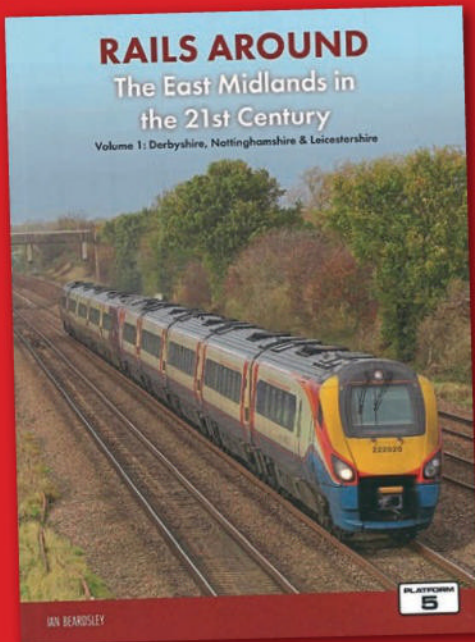
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PRODUCT OF THE MONTH

Rail Around The East Midlands in the 21st Century

Volume 1: Derbyshire,
Nottinghamshire & Leicestershire



AUTHOR: Ian Beardsley
PUBLISHER: Platform 5 Publishing
ISBN: 978-1-91598-400-5
PRICE: £19.95
WEBSITE: www.platform5.com

THERE WAS a time when photographic books covering a particular area were popular with publishers, but the trend for these seemed to die off somewhat in the 1990s. However, Platform 5 Publishing has revived the concept with its latest release, which has been compiled by Ian Beardsley.

Perhaps I am a little biased, as I now live in the East Midlands and know the patch reasonably well, but this book is essentially an illustrated guide to the area, taking a present-day look at the trains and routes located here.

The two main chapters of the book cover the Midland Main Line and its connecting routes, and also the Hope Valley Line and the lines that radiate from that line.

It has been well researched and the text content is excellent, with the photos arranged in line order, accompanied by detailed

and interesting captions. The last two chapters take a look at the heritage railways and tramways in the region – the East Midlands boasts a number of heritage lines, Crich tramway and the modern second-generation Nottingham Express Transit tram network.

The photographs used have been largely taken by the author; a small number have been reproduced slightly darker than is ideal, but this is a minor quibble on what is an excellent book.

While this publication appeals because of my knowledge of the area covered, the way it has been put together means that I am sure future volumes will also be of interest. Should the series eventually cover the whole of the UK rail network, then it will provide a great overview of the modern railway.

Platform 5 has produced some truly excellent books in recent times and this series has real potential to further cement their reputation.

The price of £19.95 is also reasonable.

I really enjoyed it and can happily recommend it.
(AMC)

MGR Coal Trains

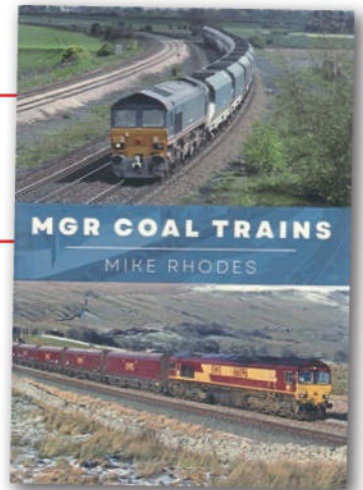
AUTHOR: Mike Rhodes
PUBLISHER: Amberley Publishing
ISBN: 978-1-39810-888-2
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THE CONCEPT of MGR (Merry Go-Round) coal trains was developed during the 1960s for coal-fired power stations to be equipped with rail sidings that would allow coal traffic to be moved by rail from collieries directly into power stations, which at the time consumed huge quantities of coal when producing electricity.

How times change. Since the introduction of MGR trains, the coal industry has all but gone entirely from the UK and most of the coal-fired power stations have also now been removed from the landscape, as energy suppliers look to more environmentally-friendly options.

However, the transportation of coal between colliery and power station was an important aspect of the railway for many years and Mike Rhode's latest book takes a great overview of these trains and the varied range of traction that has worked them.

The author is a well-established photographer who has spent a long time at the lineside capturing everyday scenes that have now been consigned to the history books.



As with all Amberley photo books, this volume is a softback printed on good-quality paper. The photos are well chosen and include informative and detailed captions, but I couldn't help but notice the vast majority of them appear to have a bit of a greyish tinge, which means they appear to be a little darker than they probably should be. This doesn't spoil the book too much, but the reproduction does appear to be darker in this volume than other Amberley books I have recently reviewed.

If you like heavy freight traffic, then this book will be of interest to you. As with all Amberley books, it is priced at a very reasonable £15.99.

(AMC)

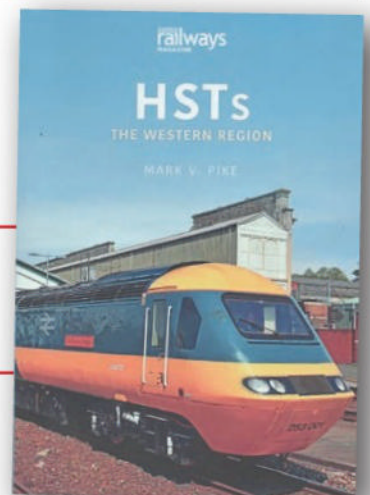
HSTs The Western Region

AUTHOR: Mark V Pike
PUBLISHER: Key Publishing
ISBN: 978-1-91387-068-3
PRICE: £15.99
WEBSITE: www.keypublishing.com

THE HIGH speed train is one of our most iconic train designs. When the production HST fleet first entered service in 1976, the Western Region first got to see these eye-catching trains transforming journeys.

Forty-seven years on, the HSTs are still in daily use – albeit in much smaller numbers on regional services – but they are now destined to largely disappear from the Western Region by the end of this year.

This softback book from Key Publishing is a great photographic record, using the archive of prolific photographer Mark Pike, who has clearly spent much time at the lineside capturing HSTs in action throughout their long careers. The vast majority of images cover the post-Privatisation period, particularly the era where First Great Western deep blue power cars dominated the area, with



suitably detailed captions giving plenty of additional information.

The book concludes by looking at the GWR green years and the introduction of the short-formed 'Castle Class' sets, which saw the HSTs deployed on regional services after the Hitachi IET's had relegated them from the top link work.

My only criticism is that a small number of the photographs appear to be very tightly cropped on the pages, but overall this didn't spoil my enjoyment.

As a record of HSTs on the Western Region, especially over the past two decades, it does the job well.
(AMC)

British Rail Shunters

From Corporate Blue to Sectorisation

THIS NEWLY-RELEASED book from Key Publishing has been compiled by *Railways Illustrated's* fleet and modelling expert Simon Bendall, and is a comprehensive photographic record of the various diesel shunting locomotives that have operated for British Rail.

Drawing mainly on his extensive photographic collection, the book takes the reader on a region-by-region journey through the rail network, looking at the various shunter fleets that were once such an integral part of the railway. While their use has declined in more recent years, the surviving locomotives, particularly the Class 08s, continue to be in high demand at depots, works and yards across the country.

As would be expected, the vast majority of the images depict the Class 08s, but there are plenty of other shunter designs featured. As the sub-title 'From Corporate

AUTHOR: Simon Bendall
PUBLISHER: Amberley Publishing
ISBN: 978-1-80282-484-1
PRICE: £16.99
WEBSITE: www.keypublishing.com

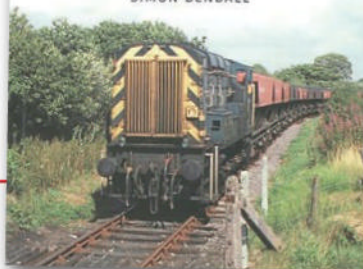
Blue to Sectorisation' suggests, the images chosen for the publication feature a wide variety of livery schemes and show the pride that many depots took in their shunter fleets.

The softback book contains mainly colour photographs and the print reproduction of the images is generally excellent. Simon's knowledge of the subject shines, with each chapter having a detailed text overview of the region featured, and the photographs are then accompanied with captions providing plenty of additional detail. One of my

BRITISH RAIL SHUNTERS

FROM CORPORATE BLUE TO SECTORISATION

SIMON BENDALL



frequent observations of these kind of photo books is that the captions are often too brief, but that is not the case here; the captions help give the reader a bit more background into the scene you are looking at.

This book would certainly appeal to enthusiasts who follow diesel shunting locomotives and the history of them, while also being of interest to modellers. (AMC)

Britain's Heritage Railways

PLATFORM 5 has gained a good reputation for the quality of the books it produces – and it clearly knows the railway enthusiast community well.

Britain's Heritage Railways is the fully updated third edition of the publisher's illustrated guide to the various heritage railways dotted around the country.

Compiled by Andy Chard, this book takes us on a regional journey, looking at all the heritage railways located in each area. Information is provided about each railway, which takes a brief look at the history of the particular line, followed by contact details, transport links, opening times, line mileage and journey times, a stock list, and attractions and special events.

Each regional chapter begins with a map of the area showing roughly where each of the heritage railways are located and then takes a look at each railway, listed in alphabetical order.

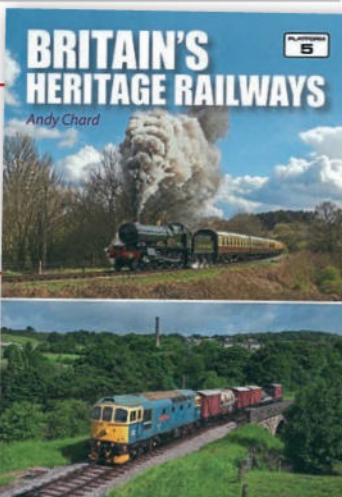
AUTHOR: Andy Chard
PUBLISHER: Platform 5 Publishing
ISBN: 978-1-90943-193-5
PRICE: £22.95
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The stock lists are particularly useful, covering steam, diesel and electric locomotives, as well as DMUs and EMUs. These lists allow you to find where a particular locomotive or unit is located.

As with all Platform 5 publications, the softback A5-sized book is printed on good quality paper in full colour and the photographs used to illustrate it have all reproduced well.

As with any book that Andy Chard is responsible for, it has been well put together, with the information accurate at the time the book went to print.

If you enjoy visiting heritage railways, this book is a valuable reference for what you can expect



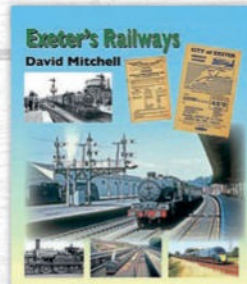
to see when you are planning a visit. There are 106 railways featured within the 192 pages and, as with the previous versions, this is an invaluable tool when organising a day out. The £22.95 price tag is also very reasonable considering the large amount of information contained and the research that has gone into it. (AMC)

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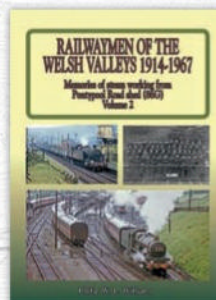
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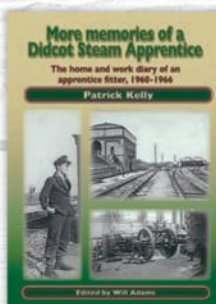
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Railwayana Results



ANDREW WATTS
NEWS WRITER

Results

Great Central Railwayana Auctions held its latest live internet, email and telephone sale on March 4.

Diesel Nameplates: *University of Dundee* (47550) £6200, *Titan Star* (47848) £3200 and *University of Leicester* (47535) £1800.

Electric Nameplates: *Kenilworth* (87032) £4400, *Frachtverbindungen* (90129) £3400 and *Pebble Mill* (86256) n/s.

Diesel Cast Numbers: D7002 £800.

Electric Cast Numbers: E3027 £2600.

Diesel Workspates: Built Swindon 1959 (D806 Warship Class-Cambrian) £1000, Brush Traction No. 960 1991 (60058 John Howard) £850, English Electric RSH No. 3266/8381 1963 (37121) £600, BRCW No. DEL 142 1961 (33032) £500, English Electric Vulcan No. 3135/D685 1961 (40189) £500, English Electric RSH No. 2976/8228 (20070) £480, English Electric No. 3640/D1039 1966 (20169) £480, English Electric Vulcan No. 3043/D705 1962 (37051) £420, Built Swindon 1956 (D9552) £360, Built Swindon 1958 (03017) £220 and BR Derby AEI (25) £160.

Electric Workspates: Gorton No. 1038 1952 (E26031) £1400 and BREL Limited Crewe 1989 (90138) £1100.

Diesel Depot Plaques: Cardiff Canton-Goat £280, Tinsley-Yorkshire Rose £280, Toton-Cooling Towers £260 and Immingham-Star and Garter £220.

Electric Depot Plaque: Crewe Electric-Eagle £400.

Diesel & Electric Emblems: Intercity Swallow £320.

Headboards: The Aberdonian £3800, Western Tribute Farewell Raitour £3200 and C.T.A.C. Scottish Tours Express £340.

Hawkseye: Fenny Compton £600.

LT Targets: Baker Street £1400 and Green Park £340.

SR Target: Queens Road Battersea £800.

Totems:

BR (E) Blue: Biggleswade £1200, Dagenham East £1100, Woodgrange Park £800 and Blackhorse Road £600.

BR (M) Maroon: Kenilworth £2200, Castleton £1500, Chester General £1100, St. Albans City £1100,

Blackburn £800, Leighton Buzzard £650, Pitts Hill £650, Wembley Hill £650, Aintree Sefton Arms £500, Littleborough £500, Milnrow £500 and Rochdale £500.

BR (NE) Tangerine: Billingham £3800 and Eaglescliffe £1000.

BR (S) Green: Newhaven Town £900, Putney £800, Southwater £750, Farningham Road £700, Paddock Wood £500 and Banstead £380.

BR (Sc) Light Blue: Kilconquhar £2800, Nairn £1700, Stirling £1600, Dunblane £1500, Kentallen £1400, Hawick £1100, East Kilbride £700, Rutherglen £600 and Garrowhill £340.

BR (W) Chocolate & Cream: Rhayader £5800, Iver £2400, Denham £2000, Stratford-upon-Avon £2000, Cheltenham Spa Malvern Road £1400, Solihull £1000, Swindon £900, Pontypool Road £800, Yoker High £750, Bargoed £700, Lapworth £650, Ruabon £650, Clarbester Road £600, Earlswood Lakes £600, Whitland £500 and Bridgend £480.

On March 10/11, GW Railwayana Auctions held their latest internet, email and telephone sale.

Diesel Nameplates: Ben Nevis (60029) £5150, Cir Mhor (60030) £3000, Eastern Star (47733) £2700, Port of Liverpool with Badge (47286) £2600, The North Yorkshire Moors Railway (31428) £2350, Progress with Manchester Airport badge (47726) £1900 and Catherine (08874) £1050.

Diesel Nameplate Badge: Waterloo crest (55022 Royal Scots Grey) while preserved) £700.

Electric Nameplates: Wembley Depot Quality Approved (82101) £4100 and Pendolino-Virgin Scot (390004) £2200.

Diesel Cast Numbers: D1015 £850 and D7007 £750.

Diesel Flamecut Numbers: 55018 (Ballymoss) £3,100, 45015 £500 and 6569 n/s.

Diesel Workspates: North British Glasgow No. 27930 1962 (D6357) £1950, North British Glasgow No. 27903 1960 (D6330) £1900, English Electric RSH No. 2857/8152 1961 (D322) £1650, Brush Traction No. 348 1962 (47407 Aycliffe) £1300, Built Crewe 1962 (D1040 Western Queen) £1300, English Electric Vulcan No. 2899/D615 1961 (37036/507/605 Hartlepool Pipe Mill) £1100, BRCW No. Del 96 1960 (33004) £1050, BRCW No. DEL 76 1958 cab plate (26031) £1000, Brush Traction No. 147 1959 (31130) £1000, English Electric RSH No. 2725/8135 1960 (40105) £1000, British Thomson Houston No. 1159 1959 (D8217) £950, BR Darlington AEI/Sulzer 1963 (25026-25035, 25073-25082

and 25228-25231) £900, English Electric Vulcan No. 2721/D463 1959 (40046) £900, English Electric Vulcan No. 3611/D1010 1966 (20140) £850, BR Derby AEI/Sulzer 1967 (25325) £850, BRCW No. DEL 114 1960 (33014) £850, Beyer Peacock (Hymek) No. 7965 1962 (D7061) £800, Beyer Peacock (Hymek) No. 7965 1962 (D7061) £800, North British GEC No. 27864 1959 (D6134) £750, BR Derby Brush/Sulzer 1962 (46017) £750, BREL Doncaster 1981 (56102 Scunthorpe Steel Centenary) £750, Built Derby 1952 (12098-12102) £700, Built Swindon 1964 (D9500-9524) £600, English Electric Vulcan No. 2720/D462 1959 (40045) £600, General Motors Valencia No. 968742-8 12-99 (67008) £600, Built Horwich 1961 (08761) £550, English Electric Vulcan No. 3502/D933 1964 (37245) £500, BR Derby BTH 1959 (D5005-5029) £480, Andrew Barclay No. LWD MU 694 1986 (Class 143) £440, BR Derby AEI/Sulzer 1963 (D5186-D5222, D5233 D5243 and D7568-D7577) £420, Drewry Car RSH No. 2681 1960 (D2300) £400, BR Crewe Brush/Sulzer 1965 (47535 University of Leicester/Saint Aidan) £380, BR Derby AEI/Sulzer 1964 (25096) £360, BR Crewe Brush/Sulzer 1966 (47282-47298 and 47518-523) £360, BR Crewe Brush/Sulzer 1965 (D1962-D1983) £360, Built Horwich 1958 (D3593-3611) £260, Built Crewe 1963 bogie plate (D1069 Western Vanguard) £210, Built Darlington 1956 (D3232-3244) £200, Hawker Siddely Brush cabplate (60083) £130, BRCW No. DEL 9x 1960 with panel (33024), £90 and Brush Sulzer No. 656 1965 (47375 Tinsley Traction Depot) n/s.

Electric Workspates: BR English Electric Vulcan AEI No. 3482/E328 1965 (86210 City of Edinburgh/C.I.T. 75th Anniversary) £1500, Brush Traction No. 1101 1995 (92045 Chaucer) £900, GEC Alstom Metro Cammell 1995 (Eurostar 373) £170, Hawker Siddely Brush Traction cab plate (92014 Emile Zola) £150, GEC Alstom Metro Cammell 1994 (Eurostar 373) £120 and E6019 cab plate (73113/211 County of West Sussex) £100.

Diesel Depot Plaques: Crewe-Cheshire Cat (RES) £500 and Cardiff Canton-Goat (60036) £400.

Diesel and Electric Emblems: Lion & Wheel (Class 85) £1900, InterCity Swallow L/H (Class 43) £460, InterCity Swallow R/H (DVT 82118) £460, Virgin Shield (390127 Virgin Buccaneer) £360, BR Double Arrow £320, BR Double Arrow (4CIG 76025) £280, BR Double Arrow (Class 60) £240 and Virgin Shield (60357 221107 Sir Martin Froisher) £240.

Headboard: EIIR £750.

LT Targets: Paddington £2800, Aldgate East (Miniature type) £2500, Baker Street £1700, Bayswater (No Frame) £420, Seven Sisters £420, Harrow-on-the-Hill £400, Piccadilly Circus £400,

Green Park £240 and Borough £190.

SR Targets: Bursledon £1300, Snowdown Halt £750, Lewes £600, Sydenham £460 and Sholing £240.

Totems:

BR (E) Blue: Mistley £1800, Ponders End £1200, St. Neots £1100, Althorpe £950, Broxbourne £900, Lingwood £850 and Enfield Lock £700.

BR (M) Maroon: Duffield £2900, Long Eaton £2900, Langley Mill & Eastwood £2100, Ilkeston Junction £2000, Trowell £1800, Alfreton & South Normanton £1600, Coundon Road £1600, Stapleford £1550, Stanton Gate £1500, Codnor Park & Ironville £1300, Hellifield £1300, Kettering £850, Blythe Bridge £750, Barnt Green £700, Uttoxeter £700, Roundel Hamilton Square £650, Manor Road £550, Roundel James Street £500, Silecroft £500, Stoke Mandeville £500 and Hollinwood £420.

BR (NE) Tangerine (BEL=Black Edged Lettering): Saltburn (BEL) £4500, Malton (BEL) £4200, Apperley Bridge £4000, Seamer (BEL) £3200, Bempton (BEL) £2700, Thirsk £2500 and Eaglescliffe (BEL) £900.

BR (S) Green: Lancing £4000, Clapham Junction £3200, Farnborough North £2800, Sittingbourne & Milton Regis £2300, Templecombe £1800, Harrietsham £1200, Guildford £1100, Westgate-on-Sea £1100, East Putney £1000, West Byfleet £1000, Ramsgate £950, Dumpton Park £900, Seveoaks £900, Chertsey £850, Herne Bay £850, Loughborough Junction £850, Southbourne Halt £850, Abbey Wood £800, Bearsted & Thurnham £800, Faversham £800, Sheerness-on-Sea £800, Sittingbourne £800, Rochester £800, Paddock Wood £750, Polegate £750, Woodside £750, Aldrington Halt £700, Gillingham £700, Margate £700, Kent House £680, Stonagate £650, Chestfield & Swalecliffe Halt £600, East Malling Halt £600, Fratton £600, Waddon £600, Windsor & Eton Riverside £600, Albany Park £550, Hildenborough £550, Mitcham Junction £550, Newington £550, East Dulwich £500, Littlehampton £500 and Nunhead £480.

BR (Sc) Light Blue: Pitlochry £2000, Ardlui £1700, Prestwick £1500, Carstairs £1400, Galashiels £1400, Glenfarg £1250, Beattock £1000, Partick Hill £750, Yoker High £650, West Calder £600 and Kilbowie £550.

BR (W) Chocolate & Cream: Leominster £2300, St. Clears £2000, Liskeard £1600, Danzey For Tanworth £1450, Acocks Green & South Yardley £1400, Newtown £1300, Aberystwyth £1150, Cardiff Queen Street £1100, Hall Green £900, Pwllheli £850, Oswestry £800, Slough £800, West Ealing £750, Ealing Broadway £700, Lapworth £650, Soho & Winson Green £600 and Whitland £600.

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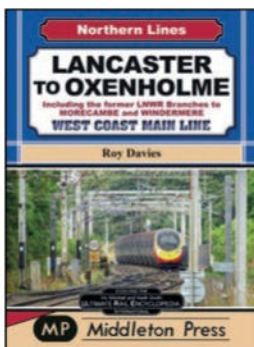
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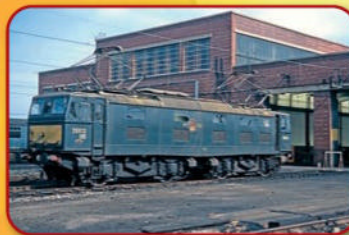
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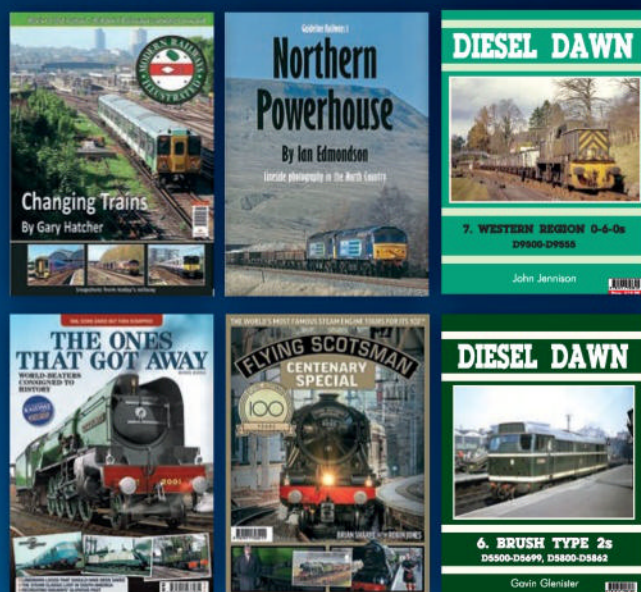
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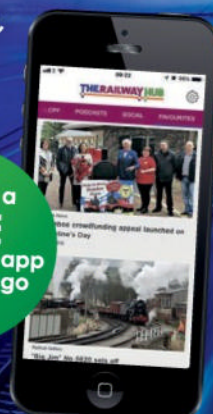
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In the July issue, we provide the first part of a location guide, giving some of the best places to photograph the remaining HSTs in action, now very much in decline – although other trains can be photographed too. On July 20, 2018, 43187 and 43198 *Driver Brian Cooper 15 June 1947 – 5 October 1999 / Driver Stan Martin 25 June 1950 – 6 November 2004* cross Nottar Viaduct (also known as Lyhner Viaduct) with a local Penzance to Plymouth service. Chris Hopkins

- With the High Speed Trains in use with Great Western Railway and CrossCountry due to be phased out before the end of the year, Chris Hopkins highlights some of the best places where HSTs can be photographed. The first part of his location guide features the route between Penzance and Plymouth.



ANDREW JEFFERY

- The Caledonian Railway has a wide and varied fleet of heritage diesel locomotives based on the line. In our latest Preservation Profile, Andy Coward travels to Scotland to meet the team behind the Caledonian Railway Diesel Group and find out more about the fleet.



RICHARD BENYON

- Businessman and railway enthusiast Richard Benyon has amassed a large number of locomotive cabs for his The Cab Yard collection, with several destined for display at the Llanelli & Mynydd Mawr Railway. Andy Coward speaks to Richard about his fascination with cabs.



JEREMY DE SOUZA

- Next issue's 10 Pictures photographic feature comes from Jeremy de Souza, another of *Railways Illustrated's* loyal band of contributors. A career railwayman, spending more than four decades working on the railway, Jeremy's camera is never far from his side.

Plus all the latest news from around the UK and the best in railway photography.

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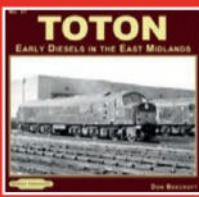
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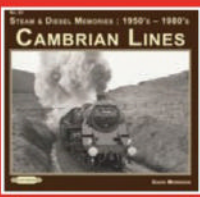
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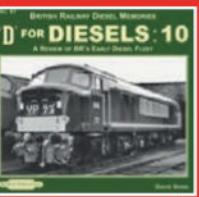
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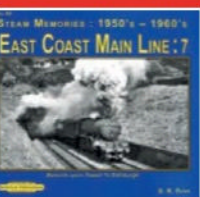
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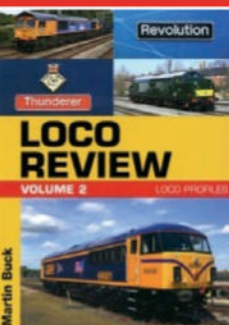
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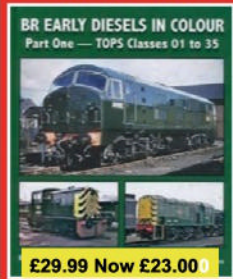
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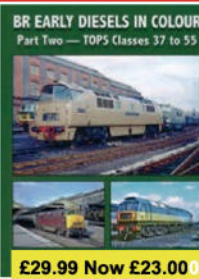
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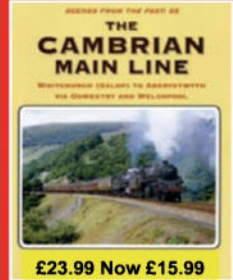
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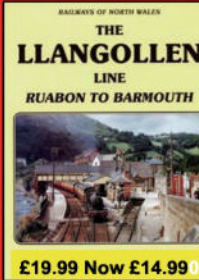
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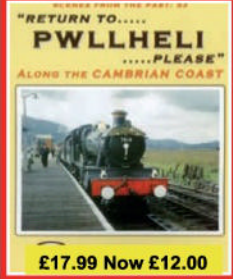
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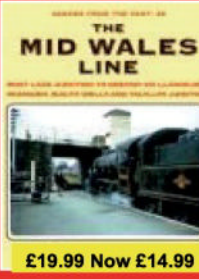
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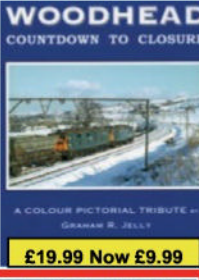
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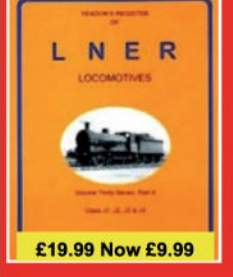
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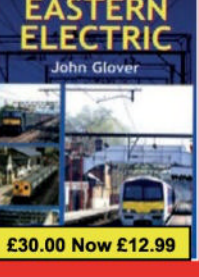
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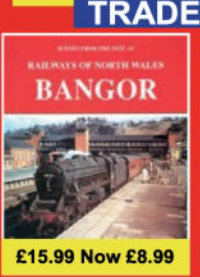
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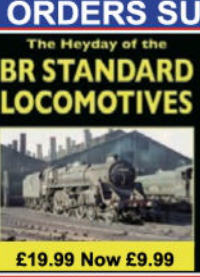
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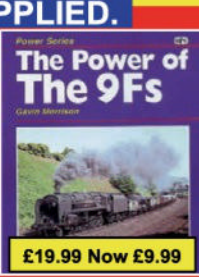
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